NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
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Boston – New York Bulletin Order(s) in effect: BNY1-19SUM

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO "*" indicates that the item was not carried in a previous Bulletin Order "PC" indicates a physical characteristic change.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

NOTE: This index does not relieve employees from reading, understanding and complying with all Bulletin Order items.

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I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

Please refer to your area ETSB for train schedule effective dates.

II. Main Line: New Haven to Boston (NHB)

A. PC: Boston Back Bay Station 06/19/25

The "E" sign on No. 1 Trk has been moved 40 feet west from its current location.

B. PC: Boston – South Station

1. Track 1 02/03/25

a) Fence

A fence is installed on the platform from the west end to approximately 275 feet east. The platform width is narrowed by approximately 3 feet in this area.

2. Tracks 1 and 2. 06/30/25

Tracks 1 and 2 have been extended. The bumpers and permanent Stop Signals at the east end of both tracks are now located 20 feet east of their prior locations

3. Tracks 7 and 8. 05/09/25

Tracks 7 and 8 have been extended. The bumpers and permanent Stop Signals at the east end of both tracks are now located 30 feet east of their prior locations.

4. Tracks 9 and 10. 05/19/25

Tracks 9 and 10 have been extended. The bumpers and permanent Stop Signals at the east end of both tracks are now located 80 feet east of their prior locations.

5. Track 13 07/29/24

a) Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12. The South side will be out of service as part of the construction zone.

b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

C. PC: Ruggles Street Station - Station Platform Out of Service 10/03/22

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Due to construction and repair, the east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on tracks 1 and 3 from the east end of the platform to a point 560 feet west of the east end of the platform.

D. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9 06/09/25

1. Track 1 - 3

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service.

2. Track 3

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

A portion of the station platform on No. 3 Track at the Attleboro Passenger Station is out of service.

The out-of-service portion is located at the easternmost 500 feet of the platform.

The mini-high platform and the platform area leading to the ADA ramp will remain open.

E. PC: South Attleboro Station - Station Platforms Out of Service 05/20/24

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Station Platform 2 is out of service. All access to the platform for track 2 has been removed and a track fence has been erected between 1 and 2 track.

F. PC: New London Track 6 03/29/25

No. 6 Track at New London is electrified from Shaws Cove Interlocking to and including the facing-point hand-operated switch leading from Track 6 to Track 2 at MP 122.9. (John Street Switch).

Eastward Electric Trains must stop prior to the switch at MP 122.9, unless the switch is lined for No. 2 Track.

G. PC: Temporary Construction Crossing MP 228 11/06/23

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

H. 37-B1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 07/14/25

37-B1 table is modified. MP 183.6 & East Limits is changed to Atwells. Atwells Int: No. Trk 7 is added. Train Type A & B between MP 154.3 & MP 171.7, MP 194.5 & MP 205 are now 160 MPH.

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
MP 154.3 & MP 171.7	160	160	...	160	160	...	110	110	...	90	90	...
MP 183.6 & Atwells: No. 3 Trk	…	…	25	…	…	25	…	…	25	…	…	25
Atwells Int: No. 7 Trk	…	…	25	…	…	25	…	…	25	…	…	25
MP 194.5 & MP 205	160	160	...	160	160	...	110	110	...	90	90	...

New locations added to Freight Train Type speeds between Atwells Int and MP 190.5

FREIGHT TRAIN TYPE "E" SPEEDS			
Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
MP 183.6 & Atwells: No. 3 Trk	...	...	25
Atwells Int: No. 7 Trk	…	…	25
Cranston & East limits Atwells	30	30	…
East limits Atwells & Brayton	15	15	…
Brayton & Orms	15	10	…
Brayton & Orms: Trks No. 3, 5	…	…	10
Atwells & Orms: No. 7 Trk	…	…	20
Orms & MP 190.5	30	30	…

I. F-B1: Tunnel/Wall Emergency Exits 06/05/20

1. Emergency Exit 226.04

The emergency exit at MP 226.04 is out-of-service and made inaccessible until further notice.

J. 41-B3. New London Station – No. 6 Track 03/21/25

41-B3 is deleted. Freight movement is permitted on Track 6 at New London Station.

K. 72-B1. Train Inspection Detector 07/28/25

72-B1 is modified. Hotbox Detectors are added on No. 1 & 2 Tracks at Madison MP 93.8 and Stonington MP 141.0.

Type of Detector	MP Location	Direction of Operation	Track(s)	Recorder Location
RA HBD	93.8	East & West	1 & 2	Madison
RA HBD	141.0	East & West	1 & 2	Stonington

L. 72-B2. Wheel Impact Detectors 05/05/25

72-B2 has been modified. MP 179.6 has been added.

Wheel impact detectors have been installed at the following locations. See SI 72-S8

MP	Location	Tracks	Notes
179.6	Post	3	…

III. New York Terminal District (NYT)

A. PC: Tracks Out of Service (F and Harold Int) 07/02/25

No. 2 Trk (Line 2 Connecting Track) is out of service between F and Harold Int

B. PC: Tracks Out of Service (Penn Station) 09/25/17

1. Penn Station - Tracks Out of Service

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

a) 1A Track is Out of Service 09/25/17

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

Note: Trains operating towards Out of Service Tracks

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

C. PC: New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1. Station Platform No. 1 06/19/23

A portion of the station platform on No. 1 track at Penn Station is out of service. The out-of-service portion is located between the west end of the station platform to a barricade erected 100 feet east.

2. Station Platform No. 3 – 5 & 6 Tracks 03/28/18

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3. Station Platform No. 4 – 7 Track 02/25/19

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4. Station Platform No. 4 – 7 & 8 Tracks 04/22/22

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5. Station Platform No. 7 – 14 Track 04/22/22

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

D. PC: JO and F Interlocking East River Tunnel Rehab (Line 2) 07/07/25

1. Physical Characteristic Changes

a) JO Int

- The rail on No. 2 Trk (Line 2 East River Tunnel) 205 feet East of the 548W signal at JO INT is removed and a barricade is erected.
- The interlocking home signal (Sig. No. 508W) governing Westbound movement to Line 2 is removed from service.
- The Switch No. (513) governing Eastbound movement from a portion of JO Int to No. 2 Trk is removed from service
- The Kelly track has been removed from the 510W to the east end of the rail.

b) F Int

- The rail on No. 2 Trk (Line 2 East River Tunnel) 1948 feet West of the 723 Switch at F INT is removed, and a barricade is erected.
- The interlocking home signal (Sig. No. 708E) governing Eastbound movement from Line 2 Connecting Trk to No. 2 Trk is removed from service.
- The interlocking home signal (Sig. No. 708W) governing Westbound movement to No. 2 Trk is removed from service.
- The interlocking home signal (Sig. No. 716E) governing Eastbound movement to No. 2 Trk, Sub 1-2 Trks is removed from service.
- The interlocking home signal (Sig. No. 716WA) governing Westbound movement to No. 2 Trk is removed from service.
- The Switch No. (707) governing Westbound movement from Line 2 Connecting Trk to No. 2 Trk is removed from service.

E. PC: R Switching Center Hand Operated Switch 05/23/25

A new hand-operated switch is installed 8 feet west of the 60E Signal. This switch is connected to the Hump Track at Sunnyside Yard and is lined and locked in the normal position.

F. PC: F Interlocking 05/17/25

Eastbound Reroute Track, Switches, Signals, and a track chart are added at F Int.

1. New Track – Eastbound Reroute

a) The Eastbound Reroute track has been placed in service. The track length is 6,790 ft and is located between the 741 Switch and the eastern limit of Harold Interlocking Signal Bridge 24.

b) The Eastbound Reroute Track is equipped with AC catenary and DC third rail. Interlocking, CSS and ACSES Rules are in effect on the Eastbound Reroute Track.

c) The Track speed on the Eastbound Reroute is unchanged from the Timetable maximum authorized speed of 60 MPH.

2. Switches

*The following Interlocking appliances are installed as indicated. The switches **are in service** and contain a moveable point frog.*

a) No. 1 Track

- A facing point interlocked switch (No. 741) for eastward movement from No. 1 track (Line 1) to the Eastbound Reroute is installed 300 ft east of MP 3. This switch contains a moveable point frog and is equipped with AC Catenary and DC third rail.

b) No. 3 Track

- A facing point interlocked switch (No. 735A) for eastward movements from No. 3 Track to the Eastbound Reroute is installed 377 ft east of MP 3. This switch contains a moveable point frog and is equipped with AC catenary and DC third rail.

c) Eastbound Reroute

- A trailing point interlocked switch (735B) for eastward movements from No. 3 Track (Line 3) to the Eastbound Reroute is installed 962 ft east of MP 3. This switch contains a moveable point frog and is equipped with AC catenary and DC third rail.
- A facing point interlocked switch (No. 745) for eastward movements from the Eastbound Reroute leading to Loop 2 is installed 1065 ft east of MP 3. This switch contains a moveable point frog and is equipped with AC catenary and DC third rail.

3. Signals

*The following Interlocking Signals and appliances are installed as indicated. The signals **are in service**.*

a) Eastbound Reroute

- The 748WA home high color light mast signal has been placed in service. This signal governs westbound movements from the Eastbound Reroute Track into F Interlocking and is located 1543 ft. east of MP 3.

  The signal is capable of displaying the following aspects: –
  - Rule 281- Clear
  - Rule 282- Approach Medium
  - Rule 285- Approach
  - Rule 281c- Limited Clear
  - Rule 283- Medium Clear
  - Rule 286- Medium Approach
  - Rule 290- Restricting
  - Rule 292- Stop Signal

b) Loop 2

- The 748WC home signal governing westbound movements on Loop 2 Track is upgraded from a dwarf signal to a high color light mast signal. This signal is located 1543 ft. east of MP 3.

  The signal is capable of displaying the following aspects:
  - Rule 286 –Medium Approach
  - Rule 290 – Restricting
  - Rule 292 – Stop Signal

G. PC: Between F & Harold 05/17/25

Eastbound Reroute Track, Switches, Signals, and a track chart are added at F- Harold.

1. Signals

*The following Interlocking Signal and appliances are installed as indicated. The signals **are in service.***

The 12-5 automatic high color light mast mounted signal has been placed in service. This signal governs eastern movements on the Eastbound Reroute Track and is located 1843 ft. east of MP 3**.**

The signal is capable of displaying the following aspects:

- Rule 281a- Cab Speed
- Rule 281- Clear
- Rule 282- Approach Medium
- Rule 285- Approach
- Rule 291- Stop and Proceed

H. PC: Harold Int 05/17/25

Eastbound Reroute Track, Switches, Signals, and a track chart are added at Harold Int.

1. Tracks

The WX track name has been removed and is now a portion of the Track within Harold Int.

No. WX track (LIRR Connecting Running Track) name is removed. The track exists now as a portion of the Track within Harold Int.

2. Switches

- Facing point interlocked switch for eastward movement in Eastbound Reroute Track (4154), 70 ft. west of MP 3.7 (former Harold Block and Interlocking Station), leading to Main Line 1 Track, forming crossover with trailing point switch for eastward movement in Main Line 1 Track, 451 ft. east of MP 3.7, (2254) have been placed in service. Switches have movable point frogs and are equipped with AC catenary and DC third rail.
- Trailing point interlocked switch for eastward movement in Eastbound Reroute Track, (4145 Switch), 519 ft. east of MP 3.7 (former Harold Block and Interlocking Station), forming crossover with facing point interlocked switch for eastward movement in Main Line 1 Track (3145), 148 ft. west of MP 3.7 (former Harold Block and Interlocking Station) have been placed in service.. Switches are equipped with movable point frogs, AC catenary and DC third rail.

  Track between 4145 and 3145 Switches crosses track between 2254 and 4154 Switches over solid-frog crossing. 45EC and 45WC Signals govern movements over a solid-frog crossing.

3. Signals

a) The 45WA high interlocking color light mast signal has been placed in service. This signal governs westbound movement on the Eastbound Reroute Track and is located 706 ft. east of MP 3.7 (former Harold Block and Interlocking Station).

The signal is capable of displaying the following aspects:

- Rule 281- Clear
- Rule 281a- Cab Speed
- Rule 281b - Approach Limited
- Rule 282- Approach Medium
- Rule 283- Medium Clear
- Rule 286- Medium Approach
- Rule 290- Restricting
- Rule 292- Stop Signal

b) The 45EA high interlocking color light mast signal has been placed in This signal governs eastbound movement on the Eastbound Reroute Track and is located 3449 ft. west of MP 3.7 (former Harold Block and Interlocking Station).

The signal is capable of displaying the following aspects:

- Rule 281- Cab Speed
- Rule 282- Approach Medium
- Rule 285- Approach
- Rule 283- Medium Clear
- Rule 286- Medium Approach
- Rule 290- Restricting
- Rule 292- Stop Signal

c) 45WC high color light interlocking signal on Signal Bridge 16 has been placed in service. This signal governs westbound movement on the portion of Harold Interlocking extending between the 2254 Switch and the 4145 Switch.

The signal is capable of displaying the following aspects:

- Rule 283- Medium Clear

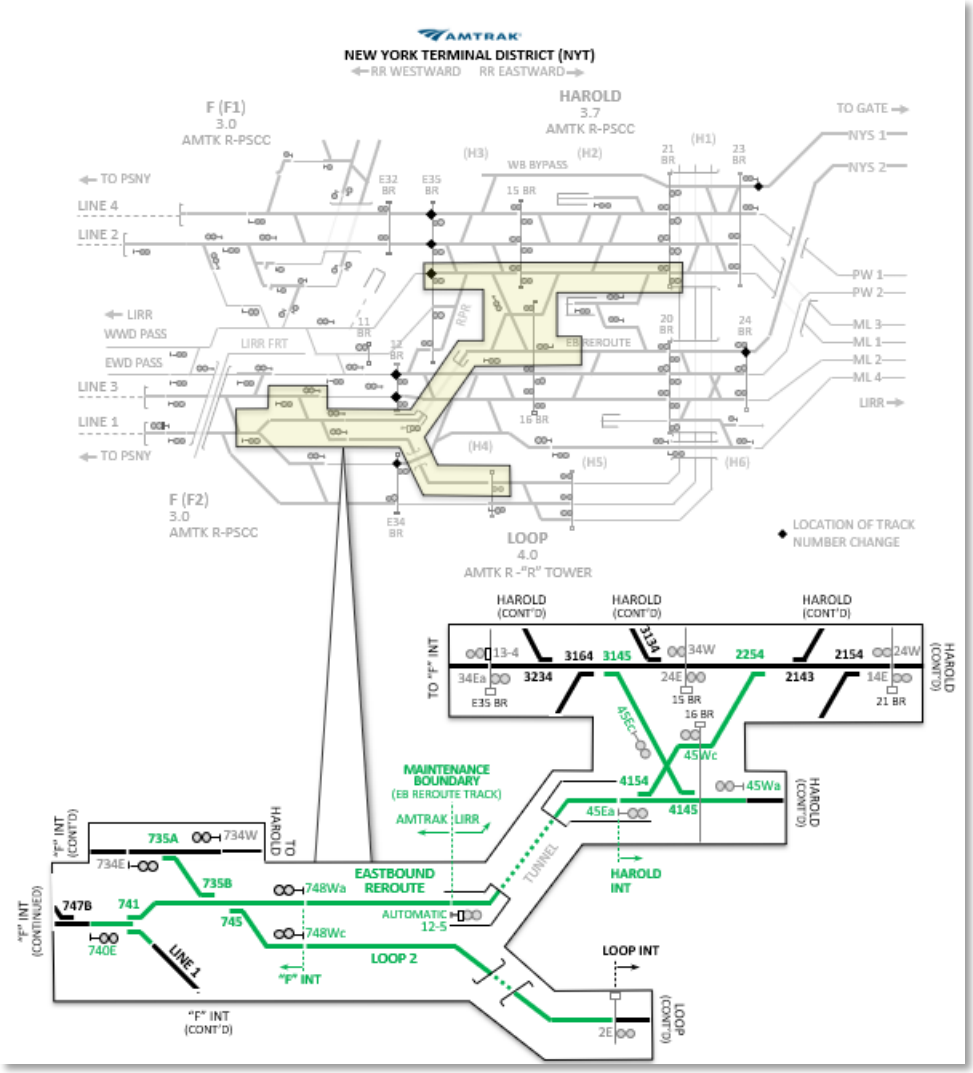
- Rule 286- Medium Approach
- Rule 290- Restricting
- Rule 292- Stop Signal

d) 45EC interlocking high color light mast signal has been placed in service. This signal governs eastward movement on the crossover between Harold Interlocking 3145 and 4145 Switches, 102 ft. east of MP 3.7. (Former Harold Block and Interlocking Station.)

The signal is capable of displaying the following aspects:

- Rule 283- Medium Clear
- Rule 286- Medium Approach
- Rule 290- Restricting
- Rule 292- Stop Signal

(Map is for reference use only)



I. Station Page 07/02/25

The station page is modified. Note 7 is added to reflect (East River Tunnel No. 2 Trk (Line 2) between JO and F is no longer a track designation.

STATIONS		MP	INT	PS	NOTES
JO	R-PSCC	0.1	X	...	6

F	R-PSCC (Sunnyside Yard) (North Runner Trk) (Sub 1, 2 & 3 Running Trks.) (Loops: "A", 1 & 2 Running Trks.)	3.0	X	...	1, 2, 4, 5
Note 7: No. 2 Trk (Line 2) between JO and F is removed.					

J. 240-T1. Signal Rules and Current of Traffic 07/07/25

240-T1 is modified to add Eastbound Reroute between F & Harold. Track No. 2 (Line 2 East River Tunnel) between the barricades West of the 548W signal at JO INT and East of the 723 Switch at F INT is governed by Rule 98.

The following tracks (formerly governed by ABS, DCS or Interlocking rules) are governed by NORAC Rule 98:

- Track No. 2 (Line 2 East River Tunnel) between the barricades West of the 548W signal at JO INT and East of the 723 Switch at F INT.

Between	Tracks				Notes
	4	3	2	1	
F & Harold	Interlocking Rules in effect on Line 2 Connection, Eastbound Reroute				1

K. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 07/02/25

37-T1 is modified. The WX track name has been removed and is now a portion of the Track within Harold Int.3 West Limits A Int. & East Limits JO & C Ints is 15 MPH, Through East River Tunnels is 60 MPH.

Passenger Trains Speeds for No. 2 Trk (Line 2) through East River Tunnels, East River Tunnels & Harold are removed.

PASSENGER TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
West Limits A Int. & East Limits JO & C Ints.				
All tracks	15			
*Through East River Tunnels	60			
East River Tunnels & Harold				
All Tracks	60			
Except				
Line 2 Connection	45			
Long Island City Westward Passenger Track	40			
Long Island City Eastward Passenger Track	30			
RPR Track	45			
Connections to LIRR Grand Central Branch (Tracks A, B/C, and D)	45			
Loop 1 Track				
West limits F & Signal located 442 feet east of Thomson Av OH Br	45			
Signal located 442 feet east of Thomson Av OH Br & East limits F	30			
Amtrak Capitoliner Control Cars, series 9632 through 9651 and conference car 9800 are restricted to 50 MPH through the East River Tunnels, JO & C to F.				
In addition, Amtrak car 9800 must not exceed 30 MPH between signal locations listed in 37-T6.				

FREIGHT TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
West limits A & East limits JO and C				
All Tracks	8			
East limits JO and C & Harold				

	All Tracks	10
No. 2 Trk (Line 2) Between Harold Int. and 716WA		10

L. 36-T3. Diesel And Dual-Mode Engine D-Mode Operation Through North River and East River Tunnels 06/02/25

36-T3 is modified. The Dispatcher's responsibilities have changed. The train must be instructed not to exceed 30 MPH if the train is to operate in the same direction as the D-Mode equipment, and 15 MPH if the train is operating in the opposite direction as the D-Mode equipment. The five-minute timeframe has been removed as the fan run time will be coordinated between IMCS and PSCC.

This special instruction does not apply to Diesel Engines dead-in-tow.

1. Crew Responsibilities

Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without obtaining the train dispatcher's permission. When notified by the train dispatcher that the tunnel exhaust fans are active, the train must not exceed 15 MPH unless otherwise instructed.

2. Dispatcher Responsibilities

Prior to Authorizing the movement of diesel or dual-mode equipment in D-mode within the tunnels, absolute block protection must be provided to the front and rear of the train. Once the train clears the tunnel, the dispatcher must notify the designated IMCS employee to activate the tunnel fans.

Blocking protection within the tunnel must be maintained by the dispatcher until notified the exhaust fans are deactivated. If the train must operate through the tunnel while exhaust fans are active, the crew must be notified of this condition and be instructed not to exceed 30 MPH if the train is to operate in the same direction as the D-mode equipment, and 15 MPH if the train is to operate in the opposite direction as the D-mode equipment. Blocking devices must be restored upon the train's entry into the tunnel. If other speeds are issued while exhaust fans are active, they must be authorized by movement office manage and issue via TSRB addition.

M. 40-T1. Engine and Equipment Restrictions 05/17/25

40-T1 is modified. The Eastbound Reroute has been added. Dimension type 1 and 2 equipment may operate on the Eastbound Reroute.

Locations	Tracks				
	4	3	2	1	Other
Eastbound Reroute	…	…	…	…	1 & 2

N. 47-T1. Tracks Equipped for DC Electrical Operations 05/17/25

The Eastbound Reroute Track is added. The Eastbound Reroute is 6,790 ft and located from the 741 Switch at F Interlocking east to Signal Bridge 24 in Harold Interlocking.

Other Tracks:

- 6,790 feet of new track designated as Eastbound Reroute Track located from the 741 Switch at F Interlocking east to Signal Bridge 24 in Harold Interlocking.

IV. Mainline: Harold to CP 216 (NYS)

A. PC: Temporary Construction Crossings for MW use 07/01/24

New designated construction crossings have been installed between MP 5.1 Gate Interlocking to MP 17 Pelham Lane West.

B. PC: MP 9.5 04/11/25

In PC Changes – General Order No. 102 – Main Line – Harold to Cp 216" is deleted. The Switches are in service at Leggett Interlocking.

C. PC: Leggett Interlocking MP 9.5 06/09/25

1. Switches

*The following Interlocking appliances are installed. The switches **are in service** and contain a moveable point frog.*

a) No. 1 Track

- A facing point turnout (No.12A) for eastward movements from track 1 to 2 Track is installed at MP 9.47 and is equipped with a moveable point frog. The crossover is equipped for A.C operation.
- A trailing point turnout (No. 21B) for eastward movements from track 2 to track 1 is installed at MP 9.45 and is equipped with a moveable point frog. The crossover is equipped for A.C operation.

b) No. 2 Track

- A facing point turnout (No. 21A) for eastward movements from track 2 to track 1 is installed MP 9.36 and is equipped with a moveable point frog. The crossover is equipped for A.C operation.
- A trailing point turnout (No. 12B) for eastward movements from track 1 to track 2 is installed MP 9.55 and is equipped with a moveable point frog. The crossover is equipped for A.C operation.

2. Signals

*The following Interlocking Signals and appliances are installed. The signals **are in service**.*

a) No. 1 Track

- A two-head color position light interlocking home signal (1E) governing eastward movement on track 1 is installed and mounted on a signal bridge located at MP 9.33.
  The signal is capable of displaying the following aspects:
  - Rule 281 – Clear
  - Rule 285 – Approach
  - Rule 281c – Limited Clear
  - Rule 286 – Medium Approach
  - Rule 290 – Restricting
  - Rule 292 – Stop Signal
- A two-head color position light interlocking home signal (1W) governing westward movement on track 1 is installed and mounted on a signal bridge located at MP 9.57.
  The signal is capable of displaying the following aspects:
  - Rule 281 – Clear
  - Rule 281c – Limited Clear
  - Rule 288 – Slow Approach
  - Rule 290 – Restricting
  - Rule 292 – Stop Signal

b) No. 2 Track

- A two-head color position light interlocking home signal (2E) governing eastward movement on track 2 is installed and mounted on a signal bridge located at MP 9.33.
  The signal is capable of displaying the following aspects:
  - Rule 281 – Clear
  - Rule 285 – Approach
  - Rule 281c – Limited Clear
  - Rule 286 – Medium Approach
  - Rule 290 – Restricting
  - Rule 292 – Stop Signal
- A two-head color position light interlocking home signal (2W) governing westward movement on track 2 is installed and mounted on a signal bridge located at MP 9.57.
  The signal is capable of displaying the following aspects:
  - Rule 281 – Clear
  - Rule 281c – Limited Clear
  - Rule 288 – Slow Approach
  - Rule 290 – Restricting

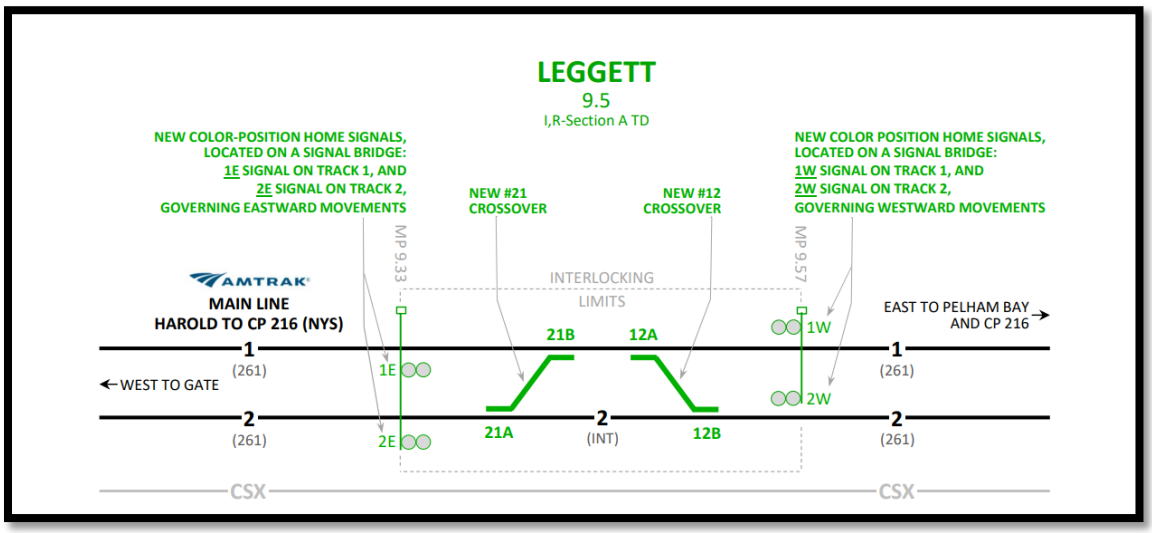
- Rule 292 – Stop Signal

3. Signals: Removal From Service

Signals 90-1 and 90-2 are removed from service and bagged.

The existing automatic signals (90-1 and 90-2) governing eastward movement on No. 1 & No. 2 Trks at MP 9.09 are bagged and removed from service.

Map for reference use only



D. Station Page 04/12/25

Leggett Int is new. Note 1 added, Leggett Int is equipped with a movable point frog.

STATIONS		MP	INT	PS	NOTES
LEGGETT	**R**-Section A TD	9.5	X	...	1
Note 1: Equipped with moveable point frogs. See SI 80-S1.					

E. 37-H1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 04/12/25

37-H1 is modified. CVS Harold to Gate has been added. The first CV west of MP 5 has been removed.

PASSENGER TRAIN TYPE "A", "B", "C", & "D" SPEEDS												
Between/ At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	1	2	Other	1	2	Other	1	2	Other	1	2	Other
Harold & MP 9	60	60	…	60	60	…	60	60	…	60	60	…
Cvs Harold to Gate	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**
First Cv east of Gate	**55**	**55**	**…**	**55**	**55**	**…**	**55**	**55**	**…**	**55**	**55**	**…**
First Cv east of MP 7	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**	**50**	**50**	**…**
Second Cv east of MP 8	**40**	**40**	**…**	**40**	**40**	**…**	**40**	**40**	**…**	**40**	**40**	**…**

Harold & Gate have been added, and Harold & CP 216 has been modified to Gate & CP 216.

FREIGHT TRAINS TYPE "E" SPEEDS			
Between/At	**No. 1**	**No. 2**	**Other**
Harold & Gate	20	20	…
Gate & CP 216	40	40	…
Curves west & east of Pelham Bay Int, including Int. limits	**30**	**30**	…
Movements to and from MNR at CP 216	**10**	**10**	…

V. Main Line: Mill River to Springfield (MRS)

A. PC: Construction Crossings at MP 48.8 and MP 60.1 06/26/23

Temporary Construction crossings have been constructed at MP 48.8 on the single main and MP 60.1 on track 1 and track 2 for IMCS use.

B. 37-M1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 04/21/25

37-M1 is modified. Cv MP 59.1 & MP 59.6 are now designated as Cvs MP 59.0 & MP 60.1.

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	**TRAIN TYPE "A"**				**TRAIN TYPE "B"**				**TRAIN TYPE "C"**				**TRAIN TYPE "D"**			
	Track Nos.				**Track Nos.**				**Track Nos.**				**Track Nos.**			
	Single	**1**	**2**	**Other**	**Single**	**1**	**2**	**Other**	**Single**	**1**	**2**	**Other**	**Single**	**1**	**2**	**Other**
MP 59 & MP 61	...	60	60	...	...	60	60	...	...	60	60	...	...	60	60	...
Cvs MP 59.0 & MP 60.1	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**	**...**	**45**	**45**	**...**

C. 138-M1. Public Crossings at Grade 06/02/25

138-M1 The table is modified. Note 2 is changed to read "Note 2: Private crossing."

Note 2: Private Crossing

VI. Main Line: Dorchester Branch (DB)

No Changes or Additions

VII. Main Line: Middleboro (MM)

No Changes or Additions

VIII. Special Instruction Numbering System

A. High Speed Trainset, NextGen High-Speed Trainset & HHP-8, HHPc Special Instructions 07/14/25

The abbreviation for "NextGen High-Speed Trainset" and "HHPc" is added.

Special Instructions which pertain only to the operation of High-Speed Trainsets (HST), NextGen High-Speed Trainsets (NGHST) and HHP-8 locomotives are identified by the letter "A" to denote that they are HST, NGHST, HHP-8, & HHPc Special Instructions.

IX. System Instructions

A. Electrical Operating Rules and Instructions AMT-2

1. 1.5 Pantographs 07/14/25

AMT-2 1.507 is modified. NexGen HST is added. "HST Type 2 (Acela 21) power units are electrically connected" is deleted.

1.507 Where two pantographs are located on one unit, they are electrically connected. The pantograph in the UP position energizes the pantograph that is in the DOWN position. When either of the pantographs is in the UP position, both pantographs must be considered energized (LIVE) until such time as the jumpers are physically removed from between the pantographs/cars. Married pair cars have a high voltage bus jumper connecting the pantograph on one unit to the transformer on the second unit. High Speed Trainset (HST) Type 1 power units are considered separate units. NexGen High-Speed Trainset power units are electrically connected.

2. 2.3 Pantograph Operations 07/14/25

AMT-2 2.301 is modified. NextGen HST is added.

2.301 Under normal operation of single or coupled electric locomotives the trailing pantograph must be up on each unit. When a trailing pantograph is defective, it must be down and the lead pantograph must be up. HST Type I must be operated with the pantograph knuckles facing forward on both power cars for the direction of movement. On a HST, when a pantograph with the knuckle facing forward is defective, it will be down and the pantograph with the rearward facing knuckle will be up. On the NextGen HST, under normal operating conditions will operate with one paragraph up on the trailing power, with the knuckle facing forward. Each power car is equipped with one pantograph assembly. Tractive power will be supplied to the lead power car via a roof mounted high voltage link.

3. 2.801 Electric Power Restrictions 07/14/25

AMT-2 2.801 Table 9 is modified. NextGen HST is added.

2.8 Table 9 - ELECTRIC POWER REQUIREMENT RESTRICTIONS

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
NexGen HST	75% tractive effort	…

4. 3.1 Electric Engine 07/14/25

AMT-2 3.101 is modified. NexGen HST is added.

3.101 E. NextGen High-Speed Trainsets: Pantograph(s) must be down Type 10 automatic couplers must be connected between units allowing for the mechanical, pneumatic, and electrical coupling of two trainsets. 480 VAC cables cannot be applied to the trainset when being towed by a locomotive.

B. *Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions 08/04/25

1. 1.0 General

a) 1.1 Definitions

The definitions for High-Speed Train (HST), Non-Powered Control Unit (NPCU) & Push-Pull Trains are new.

High-Speed Train (HST): A train composed of semi-permanently coupled Tier II train passenger equipment.

Non-Powered Control Unit (NPCU): A locomotive without propelling motors but with one or more control stands.

Push-Pull Train: A train that can be operated from either end. Exception: Locomotive consists consisting of only locomotives, and/or HSTs, are not considered Push-Pull trains.

b) 1.5.1 Amfleet Cars – Air Bellows 07/07/25

AMT-3 1.5.13 is modified. The procedures for identifying an over-inflated Air Bellow are identified below.

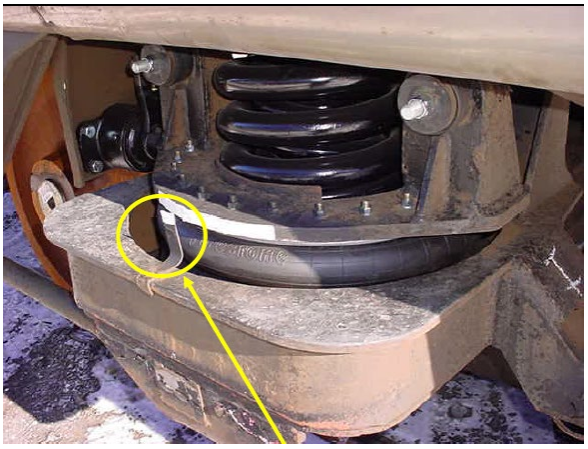
(1) When Under-Inflated – No action necessary except to report on EMAP 21-A.

(2) When Over-Inflated – Speed of train reduced per System General Order and bellows deflated as soon as practicable.

(a) An Air Bellow can be identified as being over-inflated when:

i. The top of the indicator mounted on the bolster is below the level of the white mark on the spring carrier; or,

ii. The top of the indicator mounted on the bolster is below the level of the top of the air bellow.



(3) Deflating Air Bellows

(a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).

(b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Open “Deflate Air Spring Valve“. (Located near air spring supply cocks and has a red handle.)

(d) After bellows are deflated resume normal speed.

(4) Cars Not Equipped With “Deflate Air Spring Valve”

(a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).

(b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Operate at speeds per System General Order to next terminal.

(d) Notify Train Dispatcher as soon as possible.

c) 1.5.13 Damaged/Defective Air Hoses 07/07/25

AMT-3 1.5.13 is new. If an air hose is damaged or defective and must be replaced, NRPC Form 1918, eMAP21-A/MAP100 must be completed, and the defective hose must be reported to the CNOC Mechanical Desk.

(1) If an air hose is damaged/defective and must be replaced, follow the steps below:

(a) After removing the hose, using form NRPC 1918 ‘Bad Order Equipment’, tag the hose as damaged/defective and complete the required information.

(b) Store the damaged/defective hose in the tools/accessory storage container in the machine room/radiator compartment on the lead locomotive. If the damaged/defective hose was on a car, document on the EMAP 21-A; if the damaged/defective hose was on a locomotive, document on the MAP 100. Note the car/locomotive number and which end of the equipment had the defective hose (A or B end for cars and Front or Rear for locomotives).

(c) Report the defective hose to the CNOC Mechanical desk.

(d) Amtrak Mechanical will retrieve the damaged/defective hose from the lead locomotive for analysis during the calendar day inspection.

2. 2.0 Operations

a) 2.1 Locomotives - Non-Complying Condition (Defect) Discovered En Route At Other Than Calendar Day Inspection Point 08/05/24

AMT-3 2.1 has been modified to extend through 2.1.36.

NOTE: For instructions 2.1.1 through 2.1.36, any non-complying condition (defect) discovered en route must be documented per instruction 3.1.15. In addition to particulars noted in instructions 2.1.1 through 2.1.36, crews must comply with the following:

(1) Locomotive may continue in use to the next Amtrak locomotive repair facility,

(2) Complete the non-complying tag per instruction 3.1.15,

(3) Note defect(s) on MAP 100,

(4) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that the non-complying locomotive is in the consist or train,

(5) Notify the CNOC mechanical desk at 1-800-424-0217 as soon as possible without delaying the train.

- If applicable, notify the Siemens mechanical desk at CNOC at 1-302-683-2753.
- If applicable, MARC locomotive issues are to be reported to the Amtrak Commuter Operations Center at 1-202-906-2772.

b) 2.1.36 Locomotive Fire Extinguishers. 08/05/24

AMT-3 2.1.36 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

c) 2.6 Locomotives - Locomotive Air Brake and Equipment Set Up 08/04/25

~~(1)~~ 2.6.6 Complete the following procedure to prevent trapped air in the independent brake system when setting up on units without an MU-2A or a Dual-Ported Cutout Cock:

AMT-3 2.6.6 is modified to include setting up on units without an MU-2A or a Dual Ported Cutout Cock.

(a) Secure equipment per instruction 2.14, if unattended.

(b) Make a full-service brake reduction with the ABV handle.

(c) Wait for the air exhaust to stop.

(d) Place the Independent Brake handle in the "RELEASE" position **(DO NOT ACTUATE BRAKE CYLINDER PRESSURE)**

(e) Move the brake pipe cutoff pilot switch to the "TEST" position for 10 seconds.

(f) Move the brake pipe cutoff pilot switch to "TRL" position.

(g) Move the ABV handle to the "HANDLE OFF" position.

(h) Ascertain that brake cylinder pressure fully releases on the Push, Double Heading, or In-Train locomotive when train brakes are released. If brake cylinder pressure does not fully release, perform the following from the Push, Double Heading, or In-Train locomotive brake valve:

i. Move brake pipe cutoff pilot switch to "TEST" position.

ii. Actuate brake cylinder pressure.

iii. Return brake pipe cutoff pilot switch to "TRL" position.

(i) If a locomotive is in Double Headed (Helper) Service or a train consist with no MU cables connected, an employee must immediately take position in the operating control compartment to observe for a locked axle indication.

(2) 2.6.7 Changing Ends Procedure Push-Pull Trains: 08/04/25

AMT-3 2.6.7 is new. This instruction is for when the Push Pull Equipment "changes ends" and the proper order of the procedures must take place.

(a) Lead to Trail

i. Secure equipment per instruction 2.14, if unattended.

ii. Move the Automatic Brake handle to HANDLE OFF (HO).

iii. Allow brake pipe pressure to completely deplete to 0 PSI as indicated by the brake pipe pressure gauge.

NOTE: Where equipped, analog and digital brake pipe gauges should both show 0 PSI. If a brake pipe gauge settles at a value above 0 PSI, wait 10 seconds to ensure that the brake pipe is completely exhausted.

iv. If applied, move the Independent Brake handle to release. If equipped, leave the MU-2A or dual ported cut-out cock in LEAD, DEAD or IN.

NOTE: On NPCUs, where equipped, remove the Independent Brake handle if removable, and store.

v. CUT OUT the Automatic Brake by positioning the ABV Cutoff Valve to Out/TRL

NOTE 1: Ensure that there has been no release of brake cylinder pressure during this step.

NOTE 2: On Siemens equipment (ALC-42, SC44, ACS-64) ensure 20 pipe is at 0 PSI.

vi. Place the reverser in ISOLATE/NEUTRAL and remove the handle.

vii. Turn the headlight OFF; turn the marker lights ON. Verify that the headlight and auxiliary lights are off and the marker lights are lit. When practical, inspect the train from the ground while walking to the opposite end.

(b) Trail to Lead

viii. Ensure that the proper pantograph is raised and visually inspected, if applicable.

ix. If applicable, insert the Independent Brake Valve handle. Fully apply the Independent Brake. If equipped, ensure the MU-2A or Dual Ported Cutout Cock is cut in (LEAD, DEAD, or IN) and set up as described by Table A.

x. Insert the reverser and place it in an active position.

xi. Move the Automatic Brake handle to RELEASE. Allow Equalizing Reservoir to charge to 110 PSI, then CUT IN the Automatic Brake by positioning the ABV Cutoff Valve to PASS/IN/LEAD and allow system to fully charge.

xii. Turn marker lights OFF; turn headlight ON.

xiii. Perform required brake tests. Release all handbrakes/parking brakes.

d) 2.10 Train Make Up – General 07/07/25

(1) 2.10.2 When coupling or uncoupling equipment, care must be taken to prevent injury or damage.

AMT-3 2.10.2 is revised in its entirety. This instruction will standardize and clarify coupling speeds in the Amtrak system.

(a) Coupling must be made at the minimum speed required to complete the coupling, but not exceeding 2 MPH.

(b) Before coupling or uncoupling equipment, all employees and passengers on board must be notified on the PA system of the potential equipment movement.

e) 2.14 Train Make Up – Securing Equipment 08/07/23

The following is added to AMT-3 Instruction 2.14 "Train Make Up – Securing Equipment."

Equipment to be Secured	On All Tracks
One car	1. Apply hand/parking brake. **NOTE:** If on a grade and the locomotive is on the downhill side of the car, stretch the slack; if the locomotive is on the uphill side of the car, bunch the slack. 2. Release air brakes on car only. 3. Wait one minute. 4. If car does not move, hand/parking brake is effective. 5. Apply air brakes. 6. For a single car, chock both sides of one truck or one wheel. 7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-5. 8. If car does not move, chocks are effective.
Two or more cars	1. Apply hand/parking brakes on at least two cars. **NOTE:** If on a grade and the locomotive is on the downhill side of the cars, stretch the slack; if the locomotive is on the uphill side of the cars, bunch the slack. 2. Release air brakes on cars only. 3. Wait one minute. 4. If cars do not move, hand/parking brakes are effective. 5. Apply air brakes. 6. If hand/parking brakes are not effective, apply more hand/parking brakes on cars. Repeat steps 2-5. 7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel. Repeat steps 2-5. 8. If cars do not move, chocks are effective.
	On All Tracks
Locomotives (Single Or Multiple)	1. Apply all hand/parking brakes on all locomotives. 2. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 3. Wait one minute. 4. If locomotive(s) do not move, the hand/parking brakes are effective; proceed to Step 6. 5. If the hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4. 6. For a single locomotive, chock both sides of one truck or one wheel. 7. Secure the locomotive consist. a. Make a “Full Service” brake application with the ABV handle. b. Place the independent brake in the “Full Application” position, if equipped. c. Place the throttle / controller in “IDLE” or “OFF” position. d. Place reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place generator field switch/breaker in the “OFF” or “DOWN” position, if equipped. f. Place the isolation switch in the “ISOLATE” position, if equipped. **NOTE:** GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing “STANDBY HEP”.
Locomotives with Cars (Coupled Together)	1. Apply all hand/parking brakes on all locomotives. 2. No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes). 3. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 4. Wait one minute. 5. If equipment does not move, the hand/parking brakes are effective; proceed to Step 8. 6. If equipment moves, apply the automatic and independent brake, then apply more hand/parking brakes as needed. Repeat steps 3-5. 7. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary; if equipment does not move proceed to Step 8. 8. Secure the locomotive consist.

Equipment to be Secured	On All Tracks
	a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position. d. Place the reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place the generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped. **NOTE:** GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".

f) 2.14.5 Securing Equipment Left Unattended **07/14/25**

AMT-3 2.14.5 "note" is added. Exceptions for the NextGen HST are added.

NOTE: For the purpose of securing equipment, the NGHST must be left in retention mode. The equipment is considered secured when the controller has been placed into the full-service position, the parking brake has been applied, and the parking brake status has been verified on the TOD.

g) 2.15.14 Dynamic Braking **11/21/22**

Two notes are added to the end of AMT-3 2.15.14

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

h) 2.16.4 Slowing or Stopping Using Dynamic Brake **11/21/22**

Two notes are added to the end of AMT-3 2.16.4

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

i) 2.16.5 Slowing or Stopping Using Air Brakes **07/14/25**

AMT-3 2.16.5 E, F are modified to add NGHST exceptions.

E. Where conditions permit, slowdowns or stops should be made with not more than 15 psi total automatic brake pipe reduction.

EXCEPTION: NGHST train slowdowns or stops should be made using no greater than Suppression.

F. Leave a minimum 12 psi reduction on train while stopped and independent brake to full application, if equipped.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

j) 2.16.8 Stopping Immediately After Starting **07/14/25**

AMT-3 2.16.8 E is modified to add an NGHST exception.

E. Leave a minimum 12 psi reduction on train while stopped, and independent brake to full application.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

3. 2.19.2 En Route Movement Instruction **07/14/25**

The following instruction is revised to add a Note: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC. AMT-3 2.19.2 "note" is modified to add NGHST designation.

a) When operative brakes become less than 85%, BEFORE PROCEEDING, notify train dispatcher and contact QMP at CNOC mechanical desk for instructions. CNOC may be contacted either directly at 1-800-424-0217 or through the train dispatcher.

(1) Trains with 84%-75% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 40 mph whichever is less.

(2) Trains with 74%-50% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 20 mph whichever is less.

(a) Every effort must be made to increase operative brake percentage above 74% by setting out the defective car(s).

(b) If not possible to increase operative brake percentage above 74% by setting out defective car(s):

(c) Train may be moved in passenger service to the next location where passengers can be safely detrained.

(d) After all passengers are discharged, the equipment will be moved to the nearest location where the necessary repairs can be made.

NOTE: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC.

(5) When hand/parking brake is located **INSIDE** equipment, proceed with hand/parking brake manned.

Note: Defective brakes on front or rear semi-permanently attached passenger equipment (i.e., High Speed Trainset, NGHST or rear of Talgo) does not constitute defective brakes on front or rear passenger equipment.

4. 2.19.3 Determining Percent Operative Brakes 07/14/25

AMT-3 2.19.3 "D" is added. Each cut out axle on an NGHST power car counts as 1 cut out axle.

D. Each cut out axle on an NGHST power car counts as 1 cut out axle.

5. 2.19.7 Non-Revenue Movement of Passenger Equipment with Power Brake Defects for Repair 12/04/23

The following instruction is new.

(1) Passenger equipment containing a power brake defect at the time that a Class I or IA brake test is performed may only be moved after all of the following instructions are complied with:

(a) The equipment is moved for purposes of repair without passengers.

(b) Operating restrictions based on percent operative power brakes in a train are observed:

i. Trains with 84% to 75% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 40 mph, whichever is less.

ii. Trains with 74% to 50% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 20 mph, whichever is less.

(2) Operating restrictions on passenger trains with inoperative power brakes on the front or rear unit are observed:

(a) *Speed* must *not exceed 20 mph.*

(b) When the hand/parking brake is located inside the equipment, proceed with the hand/parking brake manned.

NOTE: Only when necessary, equipment with inoperative brakes may be positioned on the front or rear of the train.

(3) The passenger equipment is tagged on both sides, and information is recorded in the Amtrak WMS tracking system. The following information is recorded on the tags and in WMS:

(a) The reporting mark and car or locomotive number;

(b) The name of the inspecting railroad;

(c) The name of the inspector;

(d) The inspection location and date;

(e) The nature of each defect;

(f) The destination of the equipment where it will be repaired; and

(g) The signature, if possible, and the job title of the person reporting the defective condition.

a) 2.21 Train Handling – Yard Service Switching **07/07/25**

AMT-3 2.21.10 is deleted. Before coupling or moving passenger equipment, occupants of such cars must be notified.

AMT-3 2.21.12 is deleted. When coupling equipment, the speed must not exceed 2 MPH.

6. 3.0 Equipment Inspections / Brake Tests

a) 3.2 Locomotives - Locomotive Calendar Day Inspection Procedure When Performed by Engineer **08/05/24**

AMT-3 3.2 has been modified to add 3.2.43.

NOTE: If a non-complying condition is discovered at a location where a locomotive cannot be repaired or replaced on a revenue passenger train, comply with instruction 2.1.

NOTE: As indicated by instruction 3.2.41, the Locomotive Calendar Day Air Brake Test (instruction 3.3) is part of the Locomotive Calendar Day Inspection and MUST be performed in addition to instruction 3.2.

NOTE: For instructions 3.2.4 through 3.2.40 and 3.2.43, any non-complying condition discovered during this inspection must be documented per instruction 3.1.15. In addition to particulars noted in instructions 3.2.4 through 3.2.40 and 3.2.43, the following must also be complied with:

(1) Complete the non-complying tag per instruction 3.1.15,

(2) Note defect(s) on MAP 100,

(3) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that a non-complying locomotive is in the consist or train.

b) 3.2.43 Locomotive Fire Extinguishers. **08/05/24**

AMT-3 3.2.43 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

c) 3.5.1 A Locomotive Consist Air Brake Test is required when a locomotive consist changes. **06/05/23**

The following is added to AMT-3 3.5.1 as paragraph C.

Prior to departure, Over-the-road lite and multiple lite locomotive movements must be tested per Locomotive Calendar Day Air Brake Test (Instruction 3.3) from the controlling locomotive and must have a completed MAP 100 and MAP 1173/10C Summary, with the "Lite Loco Move" box checked.

d) 3.6 Locomotives – Standing Locomotive Brake Test **05/02/22**

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test. 2.6 is replaced by 3.7.

Standing Locomotive Brake Test	
Step	**Action**
Automatic Brake Test	

15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction 3.7).

e) 3.9 Train Brake Tests & Mechanical Inspection 05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3. 2.19.3E is now 2.19.2E & 3.9.4D is now 3.8.4D.

(1) 3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction 2.19.2E.

(2) 3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction 3.8.4D.

(3) 3.9.4 Passenger Train Class II Brake Test 07/14/25

AMT-3 3.9.4 A. is modified. Exceptions for the NextGen HST are added.

A. Class II Brake Test Requirements

1) Whenever control stand is changed, or air brake computer is de-energized (circuit breaker turned off).
2) When previously tested and inspected cars/locomotives that received a Class I brake test within the previous calendar day and have not been removed from a source of compressed air for more than 4 hours are added to a passenger train.
3) When cars or equipment are removed from the train.
4) When Engineer first takes charge of train except for Face-to-Face relief.

NOTE: When any of the following occurs, it is considered FACE-TO-FACE RELIEF:

a. When the inbound Engineer does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

b. When the inbound Conductor or Assistant Conductor does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

c. When a mechanical department employee who is a QMP or QP who participated in the required brake test does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status of the MAP 1173/10C Summary (located on the locomotive, or in possession of conductor, etc.).

5) When train is equipped with ECP Brake, Class II Brake Test is required to be done in ECP mode after a successful Class I Brake Test is completed in Emulation Mode.
6) After any emergency brake application. **Exception**: Does not apply to NGHST equipment.
7) Where indicated by rule or special instructions.
8) When control valve or brakes are cut out. **Exception:** Does not apply to NGHST equipment.
9) After determining cause for brake pipe continuity loss, make Class II brake test using Two-Way End-of-Train device.
10) Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function test or when adding a Back-up hose per instruction 2.17.2A. AMT-3 Page 92 of 154

NOTE: Passenger trains must not depart a terminal or yard, which is a repair point, where a Class II brake test has been performed with brakes cutout, inoperative or defective. To determine a repair point for a particular train, contact CNOC mechanical desk either directly at 1-800-424-0217 or through the train dispatcher.

(4) 3.9.4 Passenger Train Class II Brake Test 07/14/25

AMT-3 3.9.4 E. is new. Procedures for Class II Brake Test on NextGen HST is added.

E. Class II Brake Test Procedure for NextGen High Speed Trainsets (NGHST)

1) Engineer or QMP will activate cab. Release parking brake.
2) Engineer or QMP will ensure that brake pipe is fully charged
3) Conductor, Assistant Conductor, QP or QMP will give signal to apply air brakes.
4) Engineer, QP or QMP will place controller into emergency.
5) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure reduces on TDD of rear power car and Emergency Brake icon is displayed
6) Conductor, Assistant Conductor, QP or QMP will give signal to release air brakes.
7) Engineer or QMP will move controller to full-service position and ensure that brake pipe is fully charged
8) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure restored 110 psi (+/- 5 psi) on TDD of rear power car and the Emergency Brake icon is extinguished.
9) Engineer, Conductor, Assistant Conductor, QP or QMP will ensure that two-way radio system is tested and operating.

7. 4.0 Train Control Systems Section

a) 4.2 Automatic Train Control System (ATC) 05/02/22

The following is modified in AMT-3. 4.2.3. A. 14. "Clear 160" has been added and "Intelligent" has been removed.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect ("CLEAR" on 4 ADU; "CLEAR 150" or "CLEAR 160" on 9 ADU and ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4. "Clear 160" & 9 "ADU"has been added. Aspect/Intelligent Display Unit has been removed.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at "Clear 150" or "CLEAR 160" on 9 ADU and ADU does not initiate a penalty application of the brakes within 8 seconds.

(2) 4.2.4 Criteria for Determining ATC (Cab Signal) En Route Failure 09/02/24

The following instruction is revised. In C. 5. The speed is changed from 12MPH to 6MPH.

C. Speed Control Failure

(1) Cab signal aspect allows a greater speed than aspect authorizes.
(2) Cab signal aspect enforces a lower speed than aspect authorizes.
(3) Overspeed indication remains illuminated and penalty application occurs on a downward change of cab signal aspect when engineer fulfills the following:
   (a) Acknowledge within 8 seconds
   (b) "SUPPRESSION" position of ABV handle
   (c) Authorized speed achieved
(4) Unrecoverable penalty brake application.
(5) Velocity Zero (VZ) Light remains illuminated when speed is above 6 MPH.
(6) "NO MOTION" light on HST power cars and HHP-8 locomotives remain illuminated when locomotive speed is above 3MPH.

8. 5.0 Tables and Forms Section

a) MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure 05/02/22

The following is modified in AMT-3. MS2.3 The reference to the instruction 3.5 is replaced with 2.14.

(1) MS 2.3 Secure equipment per instruction 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

9. MS 3.0 Locomotive Air Brake Pressures 04/01/24

The table is updated to reflect additional equipment. GP38-3 is added.

Locomotive Air Brake Pressure Chart		
Independent Brake		**Pressure**
#24 and #26 Brake Equipment with J-1 Relay		45
HHP-8, HHPc, HST Power Cars, GP Locomotives, DASH-8, Genesis Series, NPCU Cab Car		72
ACS-64, SC-44, ALC-42		**70-75**
New Acela		
Parking Brake		**Pressure**
DASH-8, P32ACDM		100
Capitoliner Cab Car (9600 Series)		52-56
New Acela		
Service Brake Cylinder		**Pressure**
DASH-8, P32ACDM		58-62
26L and 26LIC Brake Equipment		58-62
HHP-8, HHPc, HST Power Cars		58-62
ACS-64, SC-44, ALC-42, GP38-3		62-70
Capitoliner Cab Cars (9600 Series)		36-42
NPCU Cab Cars (“Cabbage Cars”)		46-48
New Acela		
Emergency Brake Cylinder		**Pressure**
DASH-8, P32ACDM Locomotives		88-94
26L Brake Equipment: 110 psi Brake Pipe or 130 – 140 psi Auxiliary reservoir.		88-94
26L Brake Equipment: 90 psi Brake Pipe with Brake Pipe Fed (90 psi) Auxiliary Reservoir.		84-86
26LIC Brake Equipment		72-76
HHP-8, HHPc, HST Power Cars		69-71
ACS-64, SC-44, ALC-42		74-82
Capitoliner Cab Cars (9600 Series)		45-50
NPCU Cab Cars (“Cabbage Cars”)		68-70
New Acela		
Safety Valves	**Location**	**Pressure**
Control & Distributing Valves	Control Valve	60

Locomotive Main Reservoir / Tier I Equipment	Under Loco with Main Reservoir piping / Equipment Room	150-155
Locomotive Main Reservoir / Tier II (HST) Equipment	Equipment Room	160
Locomotive Air Compressor Intercooler	On Locomotive Compressor	65
Discharge Pipe (where equipped)	On Locomotive Compressor	185

Dead Engine Feature - Service Portion must *be in Direct Release*	**Pressure Settings**
26L Equipment	25 psi
DASH-8, Genesis	45 psi
HHP-8, HHPc, HST Power Cars	45 psi (adjustable).
ACS-64, SC-44, ALC-42, GP38-3	84 psi
Capitoliner Cab Cars (9600 Series)	40 psi
New Acela	

Location of Dead Engine Cutout Cocks
GP-38, DASH-8, NPCU Cab Car, Switcher Type Locomotives are located under the floor of the cab on engineer's side. Access from outside panel (engineer's side).
Genesis Locomotives are located under the floor panel behind the engineer's seat. Access is through floor or outside panel (engineer's side).
ACS-64, SC-44, ALC-42, HHP-8, HHPc, HST Power Cars, New Acela and 9600 Series Cab Cars are located in the equipment room on the air rack. **NOTE:** Dead Engine feature on 9600 Series Cab Car is in the air brake enclosure in the coach area.

a) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service **07/04/22**

The following is modified in AMT-3. MS6.2: 3.5 is replaced by 2.14.

(1) MS 6.2.1. D. 2. Secure Equipment per Instruction 2.14.

C. *A-S4. Books In Effect **08/04/25**

SI A-S4 is modified. New AMT-2 in effect April 7, 2025, new System Train Movement in effect April 7, 2025

The following books are in effect:

- Electrical Operating Instructions (AMT-2), revised and reissued April 7, 2025. (Applies to all employees who work in Amtrak electrified territory)
- System Train Movement Manual is revised and reissued April 7th, 2025. (Applies to all employees who working in Amtrak movement offices.)

D. C-S3. Operating Rules Qualification **07/07/25**

C-S3 is modified. Mechanical Employees are required to complete Class A-B-C NORAC operating rules qualifications. to include Mechanical Employees who operate equipment, and Blue Signal Protection qualified.

1. Employees in the following categories must be initially qualified on Operating Rules, and must be re-qualified annually:
   a) Train Dispatchers, Assistant Chief Dispatchers, and Block Operators
   b) Train & Engine Service employees, and Yardmasters
   c) Employees who move or assist in the movement of trains or engines

d) Employees who request foul time or take tracks out of service for maintenance

e) Employees who operate track cars

f) C&S Maintainers

g) Supervisors and Managers who directly supervise any of the above employees

2. For IMCS Department employees ("d", "e" & "f" above in part 1), there are three NORAC Operating Rules qualification levels:

   a) Class A Test - Authorizes drivers to operate Specialized MW equipment (equipment that reliably shunts track circuits; see S.I. 803-S1) under the operating rules and physical characteristics qualifications that apply to freight trains, instead of the operating rules that apply to track cars.

   b) Class B Test - Authorizes employees to take tracks out of service for maintenance and to move or pilot track cars when properly qualified on physical characteristics.

   c) Class C Test - Authorizes employees to obtain foul time when properly qualified on physical characteristics.

3. For Mechanical employees ("c" & "g" in part 1), there are three NORAC Operating Rules qualification levels:

   a) Class A Test - Authorizes operators of either a locomotive and/or a railcar mover under the operating rules and physical characteristics qualifications of the mechanical facility limits they operate in.

   b) Class B Test – Authorizes employees to be the Mechanical Worker-In-Charge (WIC) and establish/remove blue signal protection.

   c) Class C Test - Authorizes employees to work under blue signal protection.

4. Employees returning to duty after an absence from railroad service of 6 months or more must take the following actions before performing service that requires Operating Rules qualification:

After an Absence of:	**Employee Must:**
6 to 12 months	Contact the Training & Development Department. Attend and pass an annual Operating Rules requalification class.
Over 12 months	Contact the Training & Development Department. Attend and pass a special Operating Rules re-qualification class.

E. 22-S2. Ditch Light (Auxiliary Light) Switch 07/14/25

SI 22-S2 "note" is modified to add "NGHST, HHPc" designation.

Note: HST/NGHST's and HHP-8/HHPc locomotives are equipped with a four-position ditch light (auxiliary light) switch. When the ditch lights must be displayed this four-position **switch must be placed in the ON position**, not the AUTOMATIC position.

F. 34-S3. PASSENGER TRAIN CONSIST 04/07/25

SI 34-S3 is modified. The letters A-D are revised to reflect the applicable dimension codes 1, 4, 5.

In accordance with Special Instruction 4-S1, Conductors of trains operating on the Amtrak Northeast Corridor must review the consist of their train before leaving their initial terminal, at crew change locations, or before entering the Amtrak Northeast Corridor, and must have a job briefing with their Engineer and other crew members to discuss the maximum speed and other restrictions associated with their equipment.

If a car in the train is restricted to a speed less than the maximum speed of the train's normal consist, the Conductor must notify the Dispatcher, in addition to all crew members. Dispatchers notified of such restrictions must inform the connecting dispatching district.

Conductors and Engineers of passenger trains consisting of cars that are not listed in the Timetable, must not leave their initial terminal without a train manifest, Form D or Passenger Name Record (PNR) indicating the maximum speed for equipment and any pertinent movement restrictions.

All passenger cars that are not listed in the Timetable, will be assigned a classification code letter to indicate the status for operation on Amtrak property (see SI 37-S5). The following letters indicate any restrictions:

- A. May operate as a Dimension 1 Code Piece of Equipment**.**
- B. May operate as a Dimension 4 Code Piece of Equipment
- C & D May Operate as a Dimension 5 Code Piece Of Equipment

G. 34-S8. Locomotive and Passenger Cars Used in Passenger Service - Exterior Side Door Safety

04/23/25

SI 34-S8 is retitled and replaced in its entirety. This instruction prescribes exterior side door safety procedures for locomotives with Master Door Bypass Switches and passenger cars with Local Door Isolation Switches used in passenger service. When working as intended, these devices complete a Door Circuit to ensure passenger trains do not operate with open exterior side doors. When equipped, they must be sealed in the Normal/non-bypass position.

1. General

This instruction prescribes exterior side door safety procedures for locomotives with Master Door Bypass Switches and passenger cars with Local Door Isolation Switches used in passenger service. When working as intended, these devices complete a Door Circuit to ensure passenger trains do not operate with open exterior side doors. When equipped, they must be sealed in the Normal/non-bypass position.

a) Responsibilities of Conductor and Trainmen

(1) When taking control of a passenger train, the Trainmen must either:

- Test that the Door Summary Circuit is properly functioning and indicates as prescribed by the Service Standards Manual in 12-4 Part G.

Or

- When relieved en route by another train crew, hold a face-to-face briefing regarding the status of exterior side doors, ensuring that the Door Circuit and door bypass features are properly functioning.

(2) After stopping at a station, the Conductor may authorize the Engineer to use the in-cab Door Bypass Switch to re-spot the train and document the occurrence(s) on the delay report or notify the Dispatcher.

- Prior to departure, the Conductor must confirm with the Engineer that the in-cab Door Bypass Switch is returned to the Normal/non-bypass position.

(3) If a passenger car Local Door Isolation Switch is found in the bypass position and/or not sealed, the crew must:

(a) Notify the Dispatcher and CNOC Mechanical Desk to report the finding and details of the equipment and location involved.

(b) Attempt to place the Local Door Isolation Switch in the Normal/non-bypass position and test the door safety system as prescribed by the Service Standards Manual in 12-4 Part G.

(c) Document the condition on eMAP21A.

- The train may turn for service provided a QMP or CNOC Mechanical Desk determines that the repairs cannot be made at the time, and it is safe to move in passenger service.

(4) If notified by the Engineer that the in-cab Door Circuit indicates a door is open, the Conductor must:

(a) Visually verify that the exterior side doors are closed.

i. If all doors are closed, the Conductor may authorize the Engineer to place the in-cab Door Bypass Switch in the bypass position.

ii. If a door malfunctions, it must be closed, secured, and locked out locally if equipped.

iii. A door out-of-service decal (NRPC 3128) must be placed to indicate that the door is not operating as intended.

- At least one door on each side must be operable by passengers in an emergency; otherwise, the car may not be used for revenue service.

iv. Document the condition on the eMAP21A

(b) Notify the Dispatcher, CNOC Mechanical Desk, and other crewmembers.

The train may turn for service provided a QMP or CNOC Mechanical Desk determines that the repairs cannot be made at the time, and it is safe to move in passenger service.

b) Responsibilities of Locomotive Engineers

(1) When taking control of a passenger train, the Engineer must:

- Verify the locomotive in-cab Door Bypass Switch is positioned and sealed in the non-bypass position, when equipped.

(2) If the in-cab Door Bypass Switch is found in the bypass position, the Engineer must:
   (a) Notify the Conductor.
   (b) Document the defect on the MAP 100.
   (c) Remain stopped until a QMP or CNOC Mechanical Desk advises it is safe for movement.

(3) If the in-cab Door Circuit indicates that a door is open during movement, the Engineer must:
   (a) Bring the train to a safe stop and notify the Conductor.
   (b) Remain stopped until the Conductor announces it is safe to proceed.
      i. If the in-cab Door Bypass Switch needs to be placed in the bypass position due to an en-route failure, document the defect on the MAP 100.

(4) After stopping at a station, the Conductor may authorize the Engineer to use the in-cab Door Bypass Switch to re-spot the train.

(5) Prior to departure, the Engineer must:
   (a) Return the in-cab Door Bypass Switch to the normal/non-bypass position.
   (b) Document the reason for initially breaking the seal on the MAP 100.

c) Responsibilities of Mechanical Personnel

(1) When performing a Class 1 brake test and/or Calendar Day Inspection, Mechanical Personnel must:
   (a) Ensure locomotives with in-cab Door Bypass Switches and Passenger Cars with Local Door Isolation Switches are inactive (non-bypass) and sealed if they are so equipped.
   (b) Test that the door summary circuit on the train is properly functioning as prescribed by Mechanical Bulletin MB-CNV-24-37 and Technical Bulletin TAG-MEC-08-15605.

(2) If a Door Circuit is found to be malfunctioning and cannot be repaired by its next Calendar Day Inspection, the car or locomotive must be removed from service until it functions correctly.

(3) If a passenger car exterior door is found malfunctioning and cannot be repaired until its next repair point or Calendar Day Inspection (whichever occurs first), the car may continue in service provided mechanical personnel:
   (a) (A QMP) determines that moving the equipment in passenger service is safe.
   (b) Determines that the door was functioning correctly on the last calendar day inspection.
   (c) Appropriately place a door out-of-service decal (NRPC 3128) to indicate that the door is not operating as intended.
   (d) Place the Local Door Isolation Switch in bypass, if equipped.
   (e) Ensure the Door Circuit is working for the consist and the locomotive bypass is in the non-bypass position.
   (f) Ensure that at least one door on each side is operable by passengers in an emergency; otherwise, the car may not be used for revenue service.
   (g) Document the defect in WMS and on the NRPC 1173/10c.

H. 34-S11. NGHST Rear Power Car Passageway 07/14/25

SI 34-S11 is new. The passageway between the passenger compartment and the rear of the power car of the NextGen HST Power Car is to be used in the case of emergency only.

The rear passageway between the NGHST power car and the passenger compartment is to be used in the case of emergency egress only. Passage between the power car and trailing passenger equipment is otherwise prohibited while the equipment is in motion/moving. This door must be locked and secured while in revenue service.

I. *37-S1. SPEED TABLE 08/04/25

37-S1 is modified. Trains operating 120 MPH is modified from 20 seconds to 30 seconds.

TIME PER MILE		MILES PER HOUR
MINS.	SECS.	
0	30.0	120

J. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions

07/14/25

37-S5 is modified.

1. Train Type Designation

   "NextGen High Speed Trainsets" designation added.

   A – High Speed/NextGen High Speed Trainsets (HST, NGHST) with Tilt system active.

1. Speed - Maximum and Various: CSO/NECR Engines

B&P is added, NECR 2048 is deleted, NECR 2151 C is changed to A.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSO/NECR							
B&P 3000	GP38	30	50	65	4	E	C
NECR 2151	GP38-2	30	50	65	4	E	A

2. Speed - Maximum and Various: MBTA Engines

The MBTA train type B and D is changed to C.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MBTA							
010 & 011	MP36PH-3C	50	50	90	4	C	...
904	GP9	50	50	60	4	E	…
1000-1017	F40PH	50	50	100	4	C	...
1025-1036	F40PHM	50	50	100	4	C	...
1050-1075	F40PHC	50	50	100	4	C	...
1115-1139	GP40-MC	50	50	100	4	C	…
MBTX: 2000-2039	HSP-46	50	50	100	4	C	K
3248 & 3249	GS21B	50	50	70	4	C	...

3. Speed - Maximum and Various: P&W Engines

3901-3910 "C,K" is changed to A, B&P 3000 is deleted, 2215 "B,K" is changed to A.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
P&W							
3901 - 3910	B39-8	30	50	70	3	E	A
2215	7-23B	30	50	65	4	E	A

4. Speeds: Maximum and Various: Amtrak Cars

The P42c fleet count has been reduced from 9700-9727 to 9700-9717.

AMTRAK	Spd	Train Type	Equip Dim
Non-Powered Control Units (NPCU):			
P42c 9700-9717	110	B	1

NGHST designation added. NGHST Train Type B speed is 160 MPH, NGHST tow speed with nose cone open is 90 MPH.

SEMI-PERMANENTLY COUPLED TRAINSETS	Spd	Train Type	Equip Dim
NGHST Cars 2100-2155 (power cars), 3250-3277, 3350-3370, 3450-3477, 3600-3739, 3900-3927	160	B	1
NGHST cars with **deflated air springs**	90	B	1
NGHST cars with **over-inflated air springs:**			
Non-diverting routes	30		
Diverting routes	15		
NGHST Power Cars (2100-2155) operating with **nose cone open** on:			
NGHST towed	90		

5. Speeds – Maximum and Various: Amtrak Freight and MW Equipment Cars

Amtrak Conveyor Chute Cars are added.

AMTRAK FREIGHT AND MW EQUIPMENT	Spd	Train Type	Equip. Dim
Conveyor Chute Car: 4 axle A18408, A18407	50	E	2

6. Speed - Maximum and Various: MBTA Cars

The MBTA train type B and D is changed to C.

MBTA	Spd	Train Type	Equip Dim
Pullman Standard Cars (Nos. 200-258)	80	C	3
Bombardier Cars 350-389, 600-653 & 1600-1652	80	C	3
MBB Cars (Nos. 500-532 & 1500-1533)	80	C	3
Kawasaki Double Decker Coaches (Series 700, Series 900-932 & Series 1700)	80	C	4
ROTEM Coaches: 800-887	80	C	4
ROTEM Cab Cars: 1800-1870	80	C	4

K. *43-S2. Movement Through Gates or Doorways 08/04/25

43-S2 is new. Before moving equipment through doorways or gates, ensure they are open and secure.

Before moving engines, cars, or other equipment through gates, doorways, or similar openings, stop to ensure that the gates, doorways, or openings are completely open and secure. When overhead or side clearances are close, make sure movement is safe to proceed.

L. 47-S2. Tracks Equipped for AC Electrical Operation 05/05/25

SI 47-S2 is modified. Other Tracks NOT equipped for AC Electrical Operation (PH Line) MP 39.27 switch is now 39.3.

Other Tracks NOT equipped for AC electrical operation:

Line	Location
PH	Electric lock switch at MP 39.3 to Caln Interlocking (Coatesville Station Bypass)

M. 47-S3. Phase Breaks 06/02/25

SI 47-S3 is modified. The Section Break on the NYP Line at W3.44 is deleted.

Location	Tracks	Catenary Br or Signal Br	Distance of Break
PW Line at Perry	1 & 2 3 & 4	Cat. Br 58.68	200 feet Northward & Southward
PH Line	1 & 2 3 & 4	Cat. Br 33.78 Cat. Br 33.71	360 feet Eastward & 360 feet Westward

N. 72-S9. Wayside HBD Actuation on Equipment with OBHBD System 07/14/25

SI 72-S9 is modified. NGHST are added.

ACS-64 locomotives, Highspeed/NGHST, HHP-8 locomotives and Amfleet cars are equipped with an On-Board Hot Bearing Detection System (OBHBD).

O. 131-S2. Train Approach Warning for Acela II HST Testing 07/14/25

SI 131-S2 is deleted. The NextGen HST 165 MPH testing is complete.

P. 133-S2. Addressees 05/05/25

SI 133-S2 1. is modified. The "Amtrak" requirement is removed in the address line of the Form D.

1. Infrastructure Maintenance & Construction Services (IMCS) Roadway Workers

When an Amtrak IMCS/Capital Delivery employee requests exclusive use of a track, they will be identified in the address line of the Out-of-Service authority as "Foreman," plus their last name (ex. "Foreman Jones"). Out-of-service authorities requested by employees of other railroads on Amtrak-controlled territory, where permitted, will have the name of their employing railroad precede the word "Foreman" (ex. SEPTA Foreman Jones).

Q. 133-S6. Roadway Worker in Charge Going Off Duty 07/07/25

SI 133-S6 "1", "2. a." is modified. The train dispatcher does not require information contained within the Transfer of Authority form, unless the track(s) are being placed on Hold by the RWIC going off-duty. The NRPC 3541 must be retained for 7 days.

1. Roadway Worker in Charge Transferring Out-of-Service Authority

When a track is out-of-service in the name of an RWIC going off-duty and work is to continue, a new authority must be issued to another qualified RWIC.

Prior to the RWIC transfer of authority process, all roadway workers must be clear of all affected tracks (even those tracks with working limits established).

Transferring RWIC authority:

The train dispatcher does not require information contained within the Transfer of Authority form, unless the track(s) are being placed on Hold by the RWIC going off-duty.

a) The RWIC going off-duty must:
   (1) Ensure all roadway workers are clear of all affected tracks.
   (2) Verify the information on the "Roadway Worker in Charge Transfer Authority Form (NRPC 3471)" was completed correctly by the new RWIC, and then sign it.
   (3) Release any On track authority back to the dispatcher with instructions to hold all trains clear of any affected track(s), when applicable.

b) The RWIC coming on-duty must:
   (1) Complete the "Roadway Worker in Charge Transfer Authority Form" (NRPC 3471).

(2) Perform a job briefing with the dispatcher and discuss the track conditions and location of any barricades, equipment locations, and other relevant information.

(3) Establish new working limits, as well as conduct and document a new job briefing with all affected roadway workers.

c) Both RWICs, coming on-duty and going off-duty, will meet in a safe location and within view of the work area (outside the foul of any tracks) to complete the transfer of authority job briefing.

The "Roadway Worker in Charge Transfer Authority Form" (NRPC 3471) must be retained and kept available for inspection by both foremen for a period of 7 days.

2. Track(s) on "Hold"

When a track is out-of-service in the name of an RWIC going off-duty (or conductor), and work will be suspended, the track Out-of-Service authority may not be canceled until:

a) The RWIC (or conductor) reports to the Dispatcher all conditions affecting the track and/or catenary structure, including the location of barricades and any stored equipment as per SI 133-S1. (This information must be recorded by the dispatcher on the NRPC 3541 and repeated back to the RWIC or Conductor for verification. The NRPC 3541 must be retained for 7 days.)

R. 165-S1. Form D Inquiry and Delivery Procedures 06/06/25

SI 165-S1 is modified. Crews must contact the Section B Dispatcher. Sections B & C will no longer be combined territories on the weekend. Both desks will be operational 24/7.

1. Table for Form D inquiry and delivery

Location	Trains	Dspr or Opr to contact	Notes
Harrisburg	All eastward trains, including trains that operate from Harrisburg en route to New York that do not change crews at 30th Street Station, Phila.	Section B Dspr	11

S. 290-S1. Restricting Signal 07/16/25

90-S1 is modified and replaces the indication of NORAC 290 in its entirety.

Indication: Proceed at Restricted Speed until the entire train has:

1. Passed a more favorable fixed signal
   or
2. Entered non-signaled DCS territory.

In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

T. 291-S1. Stop and Proceed Signal 07/16/25

291-S1 is modified and replaces the indication of NORAC 291 in its entirety.

Indication: Stop, then proceed at Restricted Speed until the entire train has:

1. Passed a more favorable fixed signal
   or
2. Entered non-signaled DCS territory.

In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

Where identified by special instruction, or where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though Restricting, Rule 290, were displayed.

U. 581-S3. ACSES Train Type Selector Switch 07/14/25

SI 581-S3 "Train Consist 1." is modified to add NGHST designation.

Train Consist:

1. **High Speed Trainsets (HST, NGHST):** The above requirements do not apply to HST/NGHST, which are automatically set to Train Type "A" or "B" depending on whether the tilt system is active ("A") or disabled ("B").

V. 585-S1. Criteria For Determining ACSES On-Board Apparatus Failure 07/14/25

SI 585-S1 "exception" is modified to add NGHST designation.

Exception: High Speed/NextGen High Speed Trainsets operating with a Missing Temporary Speed Symbol or "No Valid TSR DATA" light will be considered a "Fault," not a Failure when the ADU displays 125 MPH, and the permanent speed is greater than 125 MPH.

W. 592-S1. Trains Equipped With I-ETMS Apparatus 05/13/25

SI 592-S1 The table for Amtrak non-revenue, VRE & MARC trains are added.

a) Trains and associated clearance numbers are listed below. Trains not listed must contact the appropriate Amtrak Train Dispatcher to receive an Amtrak clearance number.

Amtrak Non-Revenue	
Train No.	**Clearance No.**
YC00A	00003500
YC01A	00013500
YC02A	00023500
YC03A	00033500
YC04A	00043500
YC05A	00053500
YC06A	00063500
YC07A	00073500
YC08A	00083500
YC10A	00103500
YC11A	00113500
YC12A	00123500
YC13A	00133500
YC14A	00143500
YC15A	00153500
YC17A	00173500
YC18A	00183500
YC19A	00193500
YC20C	00203500
YC21C	00213500
YC22C	00223500
YC23C	00233500
YC24C	00243500
YC28C	00283500
YC29C	00293500

Amtrak Non-Revenue	
YC30C	00303500
YC31C	00313500
YC32C	00323500
YC35C	00353500
YC36C	00363500
YC38C	00383500
YC39C	00393500
YC40A	00403500
YC41C	00413500
YC42A	00423500
YC44A	00443500
YC45A	00453500

MARC	
Train No.	**Clearance No.**
MK840	01073200
MK841	01083200
MK842	01093200
MK843	01103200
MK844	01113200
MK845	01123200
MK846	01133200
MK847	01143200
MK848	01153200
MK849	01163200
MK850	01173200
MK851	01183200
MK852	01193200
MK853	01203200
MK854	01213200
MK855	01223200
MK856	01233200
MK857	01243200
MK858	01253200
MK859	01263200
MK860	01273200
MK870	01283200
MK871	01293200
MK872	01303200

MARC	
MK873	01313200
MK874	01323200
MK875	01333200
MK876	01343200
MK877	01353200
MK878	01363200
MK879	01373200
MK880	01383200
MK881	01393200
MK883	01403200
MK884	01473200
MK885	01483200
MK890	01413200
MK891	01423200
MK892	01433200
MK893	01443200
MK894	01453200
MK895	01463200

Virginia Railway Express	
Train No.	**Clearance No.**
VR300	00003400
VR301	00013400
VR302	00023400
VR303	00033400
VR304	00043400
VR305	00053400
VR306	00063400
VR307	00073400
VR308	00083400
VR309	00093400
VR310	00103400
VR311	00113400
VR312	00123400
VR313	00133400
VR314	00143400
VR315	00153400
VR321	00213400
VR322	00223400

Virginia Railway Express	
VR324	00243400
VR325	00253400
VR326	00263400
VR327	00273400
VR328	00283400
VR329	00293400
VR330	00303400
VR331	00313400
VR332	00323400
VR333	00333400
VR335	00353400
VR336	00363400
VR337	00373400
VR338	00383400

X. 601-S2. Loss Of Switch Indication or Code Control 07/07/25

SI 601-S2 is modified. If a switch loses indication while being thrown, or after a movement over the switch, permission by a stop signal must not be given until the switch is verified or lined and locked by C&S.

If a switch loses indication or code control for the entire interlocking, the dispatcher must instruct each train, before receiving permission to pass the Stop Signal, to stop at each switch in the route to ensure the switch points are aligned with the stock rail.

Dispatchers must take the following actions in addition to NORAC 241 before authorizing a train to pass a Stop Signal that cannot be displayed due to loss of switch indication or code control and a C&S or MW employee is not immediately available to secure the switch in the field:

1. Dual Control Switches

The dispatcher must instruct the crew to place the switch(es) in "hand throw" position, and properly line the switch(es) by hand in accordance with Rule 104G.

This procedure must be followed for each train movement, unless the switch was lined by hand in the desired position by a previous crew, and left in the “hand throw” position

2. Switches Other Than Dual Control

Instruct the crew that after they receive permission to pass the Stop Signal, they must stop prior to each switch in the route to determine that the route is properly lined, and switch points are against the stock rail.

a) If a switch loses indication while being thrown, or after a movement over the switch, permission by a stop signal must not be given until the switch is verified or lined and locked by C&S.

b) If a switch loses indication or code control for the entire interlocking, the dispatcher must instruct each train, before receiving permission to pass the Stop Signal, to stop at each switch in the route to ensure the switch points are aligned with the stock rail.

Y. 714-S4. Adjacent Foreign Railroad Contact Information - Emergency Communications. 06/06/25

SI 714-S4 is modified. PH Line Amtrak Dispatcher between Roy & State is modified from Section C to Section B.

1. PH LINE

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign Dspr	Telephone Number	Foreign Radio Channel
Section B (Btwn Roy & State)	NS	Riverline	404-877-9506	064-064

Z. 940-S1. Passenger Boarding & Departure Procedures 04/23/25

SI 940-S1 retitled and replaced in its entirety These guidelines establish responsibilities for crew members, ensuring coordinated communication and attentive handling of passengers. All crew members must comply with the instructions and guidelines provided within Amtrak's Service Standards Manual and the following procedures.

These guidelines establish responsibilities for crew members, ensuring coordinated communication and attentive handling of passengers. All crew members must comply with the instructions and guidelines provided within Amtrak's Service Standards Manual and the following procedures.

1. Receiving and Discharging Passengers at Station Stops

a) The Conductor is responsible for exterior side door operation unless delegated to another crew member during a job briefing.

b) The Conductor must ensure the train crew is appropriately positioned within the train and on platforms to assist the handling of passengers.

c) All crew members must work together and communicate during the handling of passengers and not permit train movement until all passengers are safely detrained or onboard.

2. Arrivals at Stations

a) Once the train comes to a complete stop, the designated crew member must first open their door and confirm that any doors that will be opened are on the platform before opening additional doors.

- Crews must adhere to proper stop markers or utilize the exterior door windows for spotting the train. If stop markers are absent and spotting assistance is needed, the train must stop prior to fully platforming to allow a crew member to assist with spotting from the platform.

b) Traps must remain closed until the train is stopped on the platform.

c) When equipped, the lower portion of a bi-level passenger car (Dutch style) door must remain closed while spotting.

d) Passengers must be restricted from occupying vestibules with crew members while in preparation for departures and arrivals.

3. Departures from Stations

(1) The Conductor or designated crew member must:

(a) Visually confirm from the platform that:

- All passengers and crew are safely on board, and
- All doors but their own are closed.

(2) Ensure the platform area is clear of any persons in a position of danger prior to train movement.

- The crew member's door must also be secured closed upon granting permission for movement.

4. En Route Passenger Transfers and Detraining Outside Stations

In addition to ensuring the required passenger announcements during events that require exiting a train at a location other than a station, the following procedures must be complied with.

a) When a crewmember must perform on-ground functions outside of stations, the exterior side door must be properly secured and closed behind them, or another crew member must be stationed at the open door until it is closed and secured.

- Crew members must not exit the train nor permit passengers outside stations without holding a job briefing that ensures the safety of all, and that proper authority and protection on adjacent tracks has been provided by the train Dispatcher in controlled territory.

b) Crews must comply with the Service Standards manual requirements, informing passengers of the necessary safety precautions, such as but not limited to:

(1) Only detraining at a location where train crew personnel are present.

(2) Ensuring they use handrails and are aware of hazards (slippery conditions, ballast, and uneven footing, remaining clear of tracks).

(3) Ensuring passengers do not come in contact with both trains at the same time during train-to-train transfers (which requires exterior doors to be staggered unless they have been grounded as per the Service Standards manual requirements).

(4) Take note of passengers requiring special assistance and communicate with them individual

X. High Speed Trainset, NextGen HST & HHP-8/HHPc Operation

A. 21-A1. HST/NGHST Communicating Signal Appliance 07/14/25

21-A1 is modified to add NGHST designation.

HST/NGHST's are not equipped with a communicating signal appliance. Conductors must use proper radio voice communication or hand signals to authorize the Engineer to proceed. The intercom function of the PA system on HST's may be used as a back-up means of communication.

B. 37-A1. Engines & Equipment: Maximum Speeds Unless Otherwise Restricted 07/14/25

37-A1 is deleted. HST/NGHST speeds in 37-S5 govern.

C. 41-A1. Tilt System Operation On HST/NGHST 07/14/25

41-A1 is modified to add NGHST designation and instructions.

1. Manually Disabling Tilt in Snowy Conditions:

When snowfall which can become packed in the train's undercarriage areas accumulates on the right of way, it may become necessary to disable the tilt system to avoid damage to tilt system components. When such conditions are determined to exist, Conductor/Engineer will receive verbal instructions to manually disable the tilt system in accordance with this instruction (SI 41-A1, paragraph 1). These instructions will generally be delivered when inquiring about Form D's or other instructions as per SI 165-S1 but may also be delivered by the Dispatcher when enroute, should conditions require.

- When instructed to manually disable tilt as per this instruction, Engineers must manually disable the tilt system on the lead power car by positioning the "Tilting Switch" to the "Disable" position.
- Engineers must note this condition on the MAP-100 as "Tilt disabled per SI 41-A1 paragraph. 1".
- Once tilt has been disabled in accordance with this instruction, it must remain disabled until the train reaches its final terminal.

2. NextGen Highspeed Trainset

When the TCMS detects a fault in the secondary suspension located on the passenger vehicles, the engineer must:

- Manually disable the tilting system via the tilting switch,
- Record the defect on the MAP 100, and
- Notify the Train Dispatcher & CNOC mechanical.

The tilt must remain disabled until repairs can be made.

D. 72-A2. Use Of Tempilstik 07/14/25

72-A2 is deleted. Tempilstik instructions are contained in AMT-3.

E. 72-A6. NGHST Alertor 07/14/25

72-A6 is new. Alertor failure rules apply.

When the ATC system is cutout, the Alertor system will not enforce a penalty brake application. ATC and Alertor failure rules apply.

F. 72-A7. NGHST On-Board Hot Box Detector Alarms 07/14/25

72-A7 is new. The On-Board Hot Box Detector System will display the number of the affected bogey. To identify the affected axle or wheel, use the following procedures.

When an On-Board Hot Box Detector (HBD) alarm is triggered, the Engineer must use the TDD to confirm the affected bogie on the "Bogie Status Screen".

To accurately identify the axle or wheel that caused the alarm:

- Locate the indicated bogey using the number provided by the HBD system.
- Inspect all four journal boxes--two on each side of the bogie.

G. 116-A1. Movement Of Lite HST Power Cars 07/14/25

116-A1 is deleted. The restrictions of NORAC 116 and Amtrak SI 116 apply.

H. 137-A2. NGHST Brake Release - Rescue Towing 07/14/25

137-A2 is new. NGHST Towing procedures have been established.

To rescue tow the NGHST, crews must ensure that both the parking and service brakes are released. There are three methods to achieve this, depending on the availability of power:

2. The battery power,
3. The Rescue Generator, or
4. No power available.

1. Battery Power

a) Apply the Parking Brake using the red S_ParkBrkApply button on the cabs Rear Wall Panel.

b) Open the Power Car's nose using the TDD screen (from the main screen, use soft keys 7, 8, and then 1), or by using the electro-pneumatic push button within the fireman's side nose Maintenance Hatch to expose the coupler.

c) Once the nose has completely opened and air stops exhausting, use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose. This will prevent any unexpected closings that could cause damage to the equipment.

d) Return to the cab and de-prepare the trainset (open the MCB, lower all pantographs, set the S_DrvKey switch on the cabs Rear Wall Panel to the Off position, and begin the de-prepared timeout using the TDD screen (from the main screen, use soft keys 8 and then 9).

e) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is secured once coupled.

NOTE: If the rescue equipment does not have a Main Reservoir pipe, cut in the .91 isolation cock in both Power Cars and cut in the MRP by-pass (62S01 S_MainPipeByp) only on the trailing Power Car.

f) On both Power Cars, cut out the D08 isolation cock to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.

g) Cut in the Brake Pipe and Main Reservoir hoses on both pieces of equipment.

h) Set the S_TP switch to the TOWING/PUSHING position on the cabs Rear Wall Panel. This uses the trains' batteries to release the Parking Brake despite it being powered off.

NOTE: The train must be in a de-prepared state for this switch to work and the Parking Brake cannot be applied once in a de-prepared state.

i) Release the parking brake using the green S_ParkBrkRelease button on the cabs Rear Wall Panel.

j) Verify the brakes and apply and release from the rescue equipment by performing a Class II brake test to determine Brake Pipe integrity and continuity per AMT-3.

2. Rescue Generator

a) Apply the Parking Brake using the red S_ParkBrkApply button on the cabs Rear Wall Panel.

b) Open the Power Car's nose using the TDD screen (from the main screen, use soft keys 7, 8, and then 1), or by using the electro-pneumatic push button within the fireman's side nose Maintenance Hatch to expose the coupler.

NOTE: If the equipment is already dead, the nose may need to be manually opened using the pump in the floor locker of the Tools Cabinet. Use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose, attach the pump to the quick connect and begin pumping until the nose slightly opens. Manually pull the rest of the nose open.

c) Return to the cab and de-prepare the trainset (open the MCB, lower all pantographs, set the S_DrvKey switch on the cabs Rear Wall Panel to the Off position, and begin the de-prepared timeout using the TDD screen (from the main screen, use soft keys 8 and then 9).

d) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is secured once coupled.

NOTE: If the rescue equipment does not have a Main Reservoir pipe, cut in the .91 isolation cock in both Power Cars and cut in the MRP by-pass (62S01 S_MainPipeByp) only on the trailing Power Car.

e) Cut out the D08 isolation cock on both Power Cars to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.

f) Cut in the Brake Pipe and Main Reservoir hoses on both pieces of equipment.

g) Isolate the two red Battery and Battery Charger Isolation Switches in the hatches under both Passenger Vehicles 1 and 9 (four total).

h) Set up the Rescue Generator, which is housed in a rectangular, silver, metal Alstom case. This case is located in the equipment room between the Air Rack and the Air Filtration Station.

(1) Undo the two straps securing the case to the equipment and use the handles on the case to place the assembly in the machine rooms walkway.

(2) Open the top of the case, exposing all the components to the Rescue Generator. Remove all of the components (the hearing protection, blue air hose, black wire, and bottle of oil, etc).

(3) Connect one end of the blue air hose to the fitting on the Rescue Generator and connect the other end of the air hose to the fitting on the left side of the Main Reservoir tanks located on the wall behind the Air Filtration Station.

(4) Connect the black wire connection from the Rescue Generators to the white wire connection located in the left portion of the Options Cabinet. To access the white wire connection in the Options cabinet, open the door located on the left side of the cabinet, which is across from the electrical breakers on the Systems Cabinet.

NOTE: All 4 Battery and Battery Charger switches must be isolated before connecting the wires to prevent the equipment from encountering an electrical short.

(5) Once back at the Rescue Generator, twist open the black refill cap and fill the reservoir with the oil provided in the bottle to the fill line.

(6) Put on hearing protection and activate the Rescue Generator using the black and silver lever within the Rescue Generator casing.

i) Set the S_TP switch to the Towing/Pushing position on the cabs Rear Wall Panel. This uses the trains' batteries via the Rescue Generator to release the Parking Brake despite it being powered off.

NOTE: The train must be in a de-prepared state for this switch to work and the Parking Brake cannot be applied once in a de-prepared state.

j) Release the parking brake using the green S_ParkBrkRelease button on the cabs Rear Wall Panel.

k) Verify the brakes and apply and release from the rescue equipment by performing a Class II brake test to determine Brake Pipe integrity and continuity per AMT-3.

l) Shut down the Rescue Generator, place all the components back in the casing, and re-secure the case to the equipment.

3. No Power Available

a) Isolate the two red Battery and Battery Charger Isolation Switches in the hatches under both Passenger Vehicles 1 and 9 (four total).

b) Manually open the Power Car's nose. Use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose, then using the pump in the floor locker of the Tools Cabinet, attach the pump to the quick connect and begin pumping until the nose slightly opens. Manually pull the rest of the nose open.

c) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is

secured once coupled and leave the Brake Pipe and Main Reservoir hoses cut out from the rescue equipment.

(1) Cut out the D08 isolation cock to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.

(2) Cut out the N01 Emergency Brake Rapid Venting Valve (SIFA) handle.

(3) Cut in the .91 valve to enable the filling of the Main Reservoirs from the Brake Pipe.

(4) Isolate the .11/1 (Front Bogey) and .11/2 (Rear Bogey) Direct Brake isolation cocks.

(5) Isolate the linked .12/1 and .13/1 isolation cocks and the linked .12/2 and .13/2 isolation cocks to cut out the parking brake of both motor bogies.

(6) Pull the Parking Brake handle on each side of the bogey to release the Parking Brakes and verify all Brake Status indicators reflect the Parking Brake is completely isolated (white box with a black "X").

In each Passenger Vehicle:

(7) Isolate the .16 Direct Brake isolation cock.

(8) Isolate the linked .12 and.13 Parking Brake isolation cocks for each bogey.

(9) Pull the Parking Brake handle on each axle to release the Parking Brakes and verify all the brake indicators reflect the Parking Brake is completely isolated (white box with a black "X").

d) Cut in the Brake Pipe hose from the rescue equipment.

e) Verify the brakes apply and release from the rescue equipment using the Brake Status indicators next to each bogey.

ACSES SPEED TABLE

Movement Under Rule:	**261/251**	**562**	**563**
Failed or Fault ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting PIH
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting PIH

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH

DCS Territory	
Operative ACSES	59 MPH - Psgr. 49 MPH - Frt.
Failed ACSES	40 MPH 30 MPH - Transporting PIH

FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH.

Movement Under Rule:	261/251	562	563
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) **NOTE:** Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting PIH

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH

DCS Territory	
I-ETMS will not be operative when operating in DCS Territory.	40 MPH 30 MPH - Transporting PIH

XII. PTC Rule Review-FAQs 11/06/23

Q&A for Guidance	
Question	**ACSES enforces an incorrect speed resulting in a penalty brake application. Is this an ACSES failure under NORAC rule 585?**
Answer	No, if ACSES can recover from the penalty and does not prevent movement of the train, ACSES should remain cut in. If ACSES displays an incorrect speed for 3 consecutive miles, the engineer will consider ACSES as failed & cut it out.
Question	**ACSES enforces a positive stop at other than a stop signal. Is this an ACSES failure under NORAC rule 585?**
Answer	No, train crews should operate according to NORAC Rule 583 and Amtrak special instruction 583-S1. If the stop release button is used after receiving permission from the train dispatcher in accordance with NORAC rule 583 and SI 583-S1 and the train will still not move, the crew can consider ACSES as failed (preventing the movement of the train) and cut it out. Operate according to failure rules. If ACSES enforces a positive stop at a signal other than Stop at 2 consecutive interlockings/CPs (not 2 or more signals within the same interlocking), the engineer will declare a failure and operate according to NORAC 585.
Question	**The ACSES track speed indicator displays and enforces a speed LOWER than Normal Speed for multiple miles. Is this considered an ACSES failure?**
Answer	Yes, If ACSES displays an incorrect track speed (higher or lower) for 3 consecutive miles, this will be considered an ACSES failure (Rule 585-S1 is updated to reflect the answer to this question).
Question	**The train strikes an object. After stopping and inspecting the equipment, the ACSES junction box is visibly damaged. How does the train crew operate?**

Answer	If the ACSES junction box is visibly damaged, the engineer will consider it a failure and will operate in accordance with NORAC rule 585: “Damage occurs to any part of the ACSES apparatus,” has been added to 585-S1 above.
Question	**When equipped, the “ACSES Cut Out” light is flashing on the ADU:**
Answer	If a penalty brake application occurs, the engineer will cut out ACSES and operate according to failure rules If the light is flashing and penalty brake application does not occur, continue to operate according to track and signal speeds If the light is flashing and “(- -)” displays operate according to 585-S5 – Fault Rules
Question	**The locomotive is NOT equipped with the Amtrak/Metro-North territory switch and has failed to change over to the appropriate cab signal for the territory I'm traversing. Is this a failure of the cab signals or ACSES?**
Answer	This is not considered a failure. For units not equipped with the switch, the Metro-North cab signal aspects are considered a conformity under SI 279-S6 (Updated in the BO), and Amtrak speed limits will be enforced by ATC.
Question	**The train has a positive stop displayed on the ADU, which resulted in a penalty application of the brakes. The train did not shove past a controlled signal or receive Rule 241 permission. The next governing signal is displayed but not in visual range to confirm if the next signal is "other than Stop Signal”. Can the Stop Release Button be used?**
Answer	If the dispatcher can determine the signal is displayed on their model board, the Stop and Release Button can be used in accordance with NORAC Rule 583, System Special Instruction 583-S1.
Question	**ACSES is enforcing a positive stop at a signal that I cannot see. The dispatcher reports that the signal cannot be displayed and will give us verbal permission by the signal under rule 241. However, the train is not stopped at the signal and cannot verify what the signal is displaying (which conflicts with the portion of rule 241 that states the train must be stopped at the signal). What is the proper course of action?**
Answer	If the dispatcher cannot display the signal, even though the signal cannot be seen by the train crew, the dispatcher can give rule 241, and the train crew is allowed to accept rule 241 authority and use the stop and release button in accordance with NORAC Rule 583, System Special Instruction 583-S1. The Dispatcher and train crew must follow all other requirements in accordance with 241. If a train is stopped in the PTS zone and a signal can be displayed, the dispatcher must not give the train authority to use the stop and release button. After the signal is displayed, the train should be able to transition out of positive stop and release the brakes without the use of the Stop Release Button.
Question	**The train enters ACSES territory, and the missing transponder symbol is displayed. In fact, the missing transponders symbol is displayed for the entire trip. Will the train operate according to signal indication and track speed limits not exceeding 79 MPH for the entire trip?**
Answer	If the train enters ACSES territory while the missing transponder symbol (“- -“) is displayed, the train crew must leave ACSES cut in and must operate in accordance with track and signal speed limits not exceeding 79 MPH (582-S2). 585-S2 has been revised to reflect the speed change above in this Bulletin Order.
Question	**The train has the "No Valid TSR DATA Light" illuminated, and the Missing Transponder Symbol is alternating with an incorrect permanent track speed. If this condition continues for less than three consecutive miles, will it be considered an ACSES fault?**
Answer	“No Valid TSR DATA” Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, if the nonconformity last for less than 3 miles, no failure is declared. The train may continue operating not exceeding 79 MPH until a valid TSR list is received.
Question	**If the above scenario continues for more than three consecutive miles, is this considered an ACSES failure under SI-585 S1?**
Answer	“No Valid TSR DATA” Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, since the permanent track speeds do not conform after 3 miles, it must be declared an ACSES Failure.
Question	**The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?**
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH PIH

Question	**The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control failure. ACSES is cut in and functioning. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?**
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without also cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceeding 40 MPH even though ACSES is still operative.
Question	**The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control (ATC) failure. ACSES is cut out. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?**
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceed 40 MPH.
Question	**What is an "Amtrak Designated PTC Repair Location"?**
Answer	An Amtrak Designated PTC Repair Location is a specific station or facility with mechanical personnel qualified to make PTC system repairs when the PTC onboard system has become defective or failed on General Order identified Amtrak trains numbers or services. In addition, Amtrak Designated PTC Repair Locations are stations or facilities where Amtrak is required by regulation to replace a defective controlling locomotive on General Order identified Amtrak trains numbers or services if PTC repairs are unable to correct the defective or failed PTC onboard system.
Question	**What is considered an "Initial Terminal" when referring to PTC initialization failures, defective or failed PTC onboard systems?**
Answer	The definition of an initial terminal for PTC regulatory compliance differs from the definition of an initial terminal in AMT-3. An initial terminal is the starting point of a locomotive for a trip. A trip is a movement of a locomotive over all or any portion of PTC territory for that locomotive between terminals in one direction. A locomotive that encounters an initialization failure, defective or failed PTC onboard system at an initial terminal must not depart the initial terminal location.
Question	**What if the train consist is a "push-pull train" and the PTC fails to initialize on the return trip?**
Answer	An initial terminal is the trip starting point of a locomotive in one direction. You must not depart the location for the return trip with a PTC initialization failure from the locomotive, cab car, or NPCU.
Question	**What if the train experiences an I-ETMS initialization failure at an initial terminal location that is in an overbuild or tunnel that prohibits PTC system communication?**
Answer	The train is not permitted to depart the initial terminal until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication

XIII. PTC Rule Review for Locomotive PTC Failure Handling -FAQs 12/06/21

Q&A for Guidance	
Question	**The train is in transit to a location when the controlling locomotive's PTC system fails and becomes defective. The arriving location has mechanical personnel and is an initial terminal location for some trains, but not all trains. The location is not an "Amtrak Designated Repair Location." The locomotive will turn as the lead unit on a train that will not receive mechanical inspections. Can the train depart the location?**
Answer	Yes, but only after the following is determined: Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available. The initial terminal location and train is not listed in the above table: Train Departure with Defective or Failed Onboard PTC System.
Question	**The train is in transit to a location when the locomotive PTC system fails and becomes defective. While en route, the train will operate past an "Amtrak Designated PTC Repair Location." Would the train be permitted to advance beyond the repair location?**
Answer	Yes, but only after the following is determined: The Amtrak Designated Repair Location is not assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	**What are examples of a "failed or defective" locomotive PTC system?**
Answer	The locomotive onboard PTC display, audible feature, or TMC/OBC components are physically damaged or defective preventing proper locomotive system operation.

	The locomotive onboard PTC system is in a failure condition or “Failed State” that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the “Cut-Out” position to permit train movement. The locomotive onboard PTC system is unable to pass a system departure test. A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.
Question	**What is an “Initialization Failure”?**
Answer	Failure of the locomotive onboard PTC system departure test process. Any time the I-ETMS locomotive onboard subsystem initialization process does not complete (system does not transition to Disengaged state) Any time the I-ETMS locomotive onboard subsystem initialization process is not attempted by the Locomotive Engineer. The locomotive onboard PTC system has a pre-existing PTC-related defect which prevents initialization or will result in onboard subsystem departure test failure
Question	**The train arrives at a passenger station that is in the same city as an “Amtrak Designated PTC Repair Location” (i.e., NYP, RGH, OKJ, EMY, LAX). Immediately upon arrival, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to advance from the passenger station location?**
Answer	Yes, but only after the following is determined: The passenger station is not an Amtrak designated PTC Repair Location listed in the above table: Train Departure with Defective or Failed Onboard PTC System that is assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	**The train or locomotive physically enters an “Amtrak Designated PTC Repair Location” that is identified as a yard or maintenance facility (i.e., L.A. 8th Street Yard, N.Y. Sunnyside Yard, Oakland Maintenance Facility) but is not scheduled to receive mechanical inspection. The yard or maintenance facility has mechanical personnel who regularly perform maintenance and inspections on the controlling locomotive service type. Prior to arrival at the yard or maintenance facility location, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to depart the Amtrak Designated PTC Repair Location with a failed or defective controlling locomotive PTC system?**
Answer	No, the controlling locomotive must be repaired or replaced at the Amtrak Designated PTC Repair Location. If a train physically enters an Amtrak Designated PTC Repair Location that is a yard or maintenance facility, the PTC system on a controlling locomotive must not be defective or failed when the train or locomotive departs the yard or maintenance facility location.

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